

Flight, February 11, 1911.

FLIGHT

First Aero Weekly in the World.

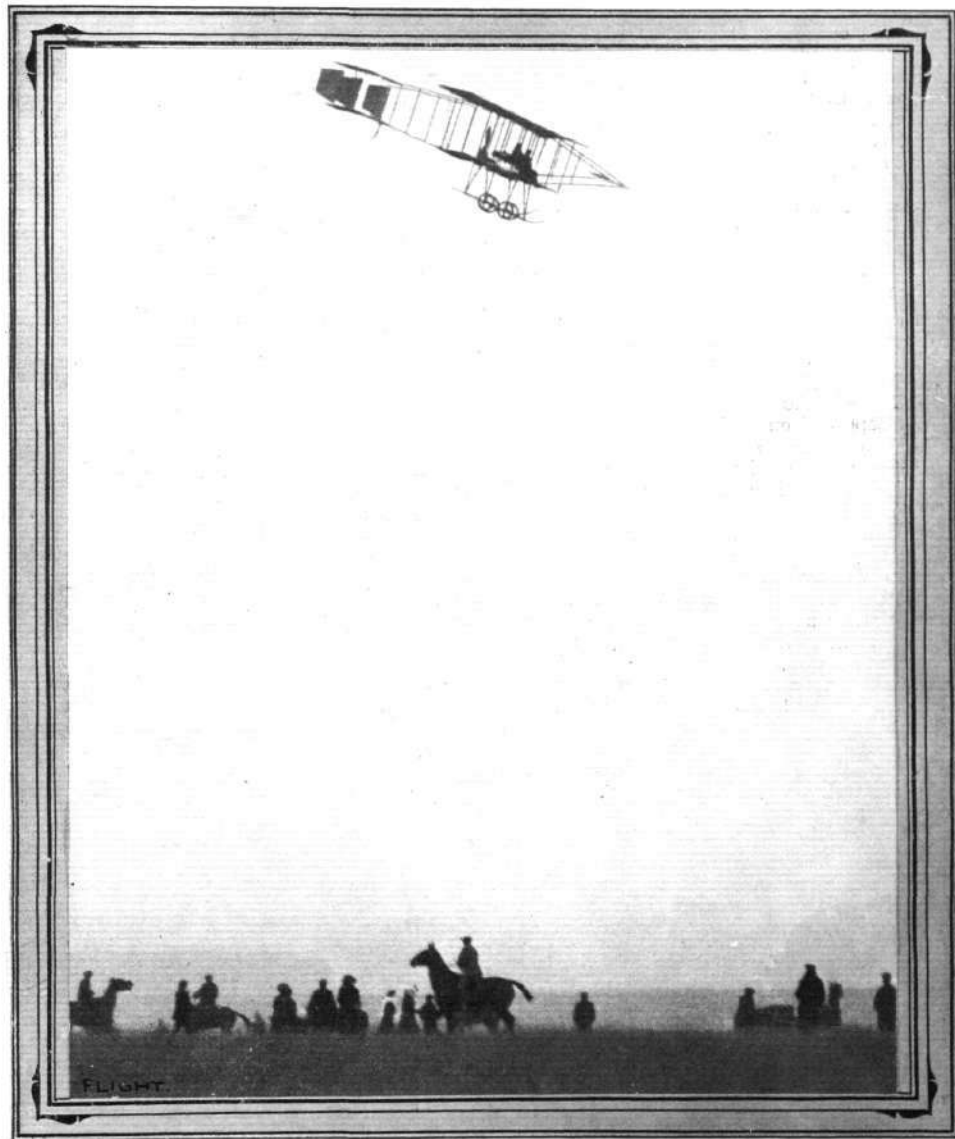
A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.
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THE VOL PLANE.—Photograph of a superb example of the *vol plane* executed by Mr. A. R. Low on a Bristol military type biplane when finishing a flight with a passenger over Salisbury Plain on the occasion of the recent Press visit. It will be observed that the propeller is stationary.

OPINION VERSUS ACHIEVEMENT.

SPEAKING at the dinner of the Royal Aero Club last week, Major Sir Alexander Bannerman, the chief of the British Army aeronautical service, delivered himself of the extraordinary dictum that, in his opinion, the aeroplane was not very far ahead, for military purposes, of what it was at the time of Wilbur Wright's first flight. Patience, he said, must be the motto, and the military air corps were imbued with that sense of patience which he advocated. Coming from the head of that corps, these words have a deep and we had almost said a sinister significance, for they argue first of all that the military authorities are keeping themselves deliberately in the dark upon the progress of flight, and further that they are quite content to remain ignorant of current developments, the while this country's rivals get a start for which the bitterest regret may one day be experienced. That, as an explanation, is scarcely tenable in practice for we are all of us aware that the gallant officer and his colleagues are fully posted upon what is going on in Continental countries and at home. For that reason alone it is far from easy to discover what the words we have quoted could have underlying them, for that he could have meant exactly what he said is inconceivable. It is all so extraordinary that we frankly admit the riddle is too much for us.

But in case, by any chance, the Major did mean his words to be taken literally, it may be useful to glance over what has been done during the week or ten days before and after the speech under notice and see whether there is to be found any confirmation of the opinion expressed. First of all we have Mr. Sopwith's flight to Windsor and his reception by the King. Certainly this achievement happened on the day after the R.Ae.C. dinner, but it will serve to point the moral as well as though it had occurred previously, because it was not an extraordinary thing at all as long-distance cross-country flights go, but contrasted with the first of the Wright efforts it certainly savours of progress. If the aeroplane could do nothing more than achieve a flight from Brooklands to Windsor as a pre-determined destination, we should still, with the ignorance of the layman, believe that as a military machine it was worth more than when it was merely shown to be capable of maintaining itself in the air for a brief time.

It is admitted that they do these things better in France, and there the military authorities do not seem to share the opinions of the head of this country's military aeronautical service. So much do they think of the aeroplane as an accessory to modern war—and their opinions are founded on the practical experience gained in the course of last year's manoeuvres—that the French Army now possesses over thirty aeroplanes and has a large and efficient staff of pilots to navigate them. The lessons of those manoeuvres, which have apparently been largely discounted by Major Bannerman and his colleagues, are sufficiently well known that we need hardly labour them now; but it is unquestionably profitable to turn for a moment to what has been done by French military aviators during only the past few days.

On Wednesday of last week Captain Bellenger on a monoplane with a 50-h.p. engine flew from Paris to Bordeaux, a distance of 360 miles, which he covered in less time than the ordinary express. This performance again we should describe as marking a very considerable advance in the aeroplane as a military instrument since the first historic flights of Wilbur Wright. We may be

wrong, of course, but we simply look at the question from a plain everyday civilian standpoint. The way it strikes us is that if an aeroplane is capable of making a three-hundred-and-sixty mile journey at high altitudes with the speed and certainty of an express train—as this flight has demonstrated it can—then given a state of war, with railways damaged and roads overrun by the enemy, the aeroplane must be simply invaluable to a commander who finds it necessary to convey information or orders to distant commands. That, too, is apart from any tactical value it may have for scouting or attacking purposes.

If this flight stood alone as an instance of the military value of the aeroplane it might be contended that it was merely rendered possible by a combination of luck and favourable circumstances which enabled Captain Bellenger to achieve it, followed the next day by his journey to Pau, exactly following his plan as he had originally announced at the start. On the same day, however, another performance of almost equal merit, albeit under somewhat different conditions, was achieved by another French military aviator. A non-commissioned officer of the aeroplane corps, stationed at Chalons, was ordered by telegram from the Minister of War, quite as a matter of routine, to fly to Satory, near Versailles, taking an officer with him. Equally as a matter of ordinary routine, the man started out with a Farman biplane, and arrived safely at his destination two hours later. Surely this, once more, stamps the aeroplane as having advanced immeasurably in military value. It is no longer a matter of waiting for a calm day and then, with everything in favour, achieving a world's record flight of a mile and a half in a straight line—the military aviator in France now seems to take things in his stride, as it were, and thinks no more of setting out on a cross-country flight than if he were ordered to get out his commanding officer's car and drive him to a given destination by road. And yet there are responsible leading British authorities who do not think the aeroplane has progressed.

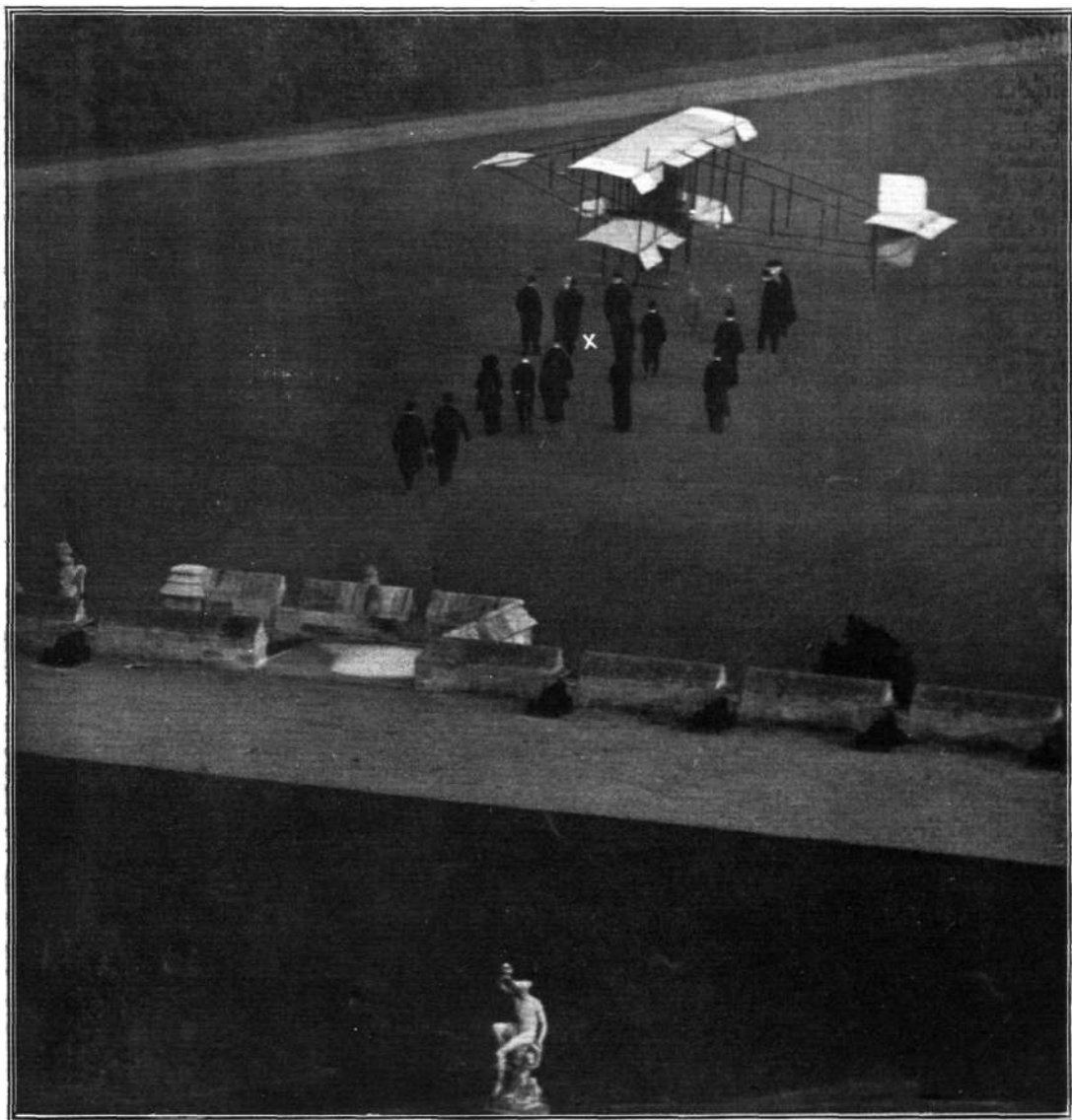
Another instance—again in another country—which confirms the view above expressed is Mr. Ely's wonderful performance in flying from a military camp across San Francisco thirteen miles out to sea, alighting upon a United States battleship and again returning to the point from which he started, a sufficient demonstration of the certainty of control of the aeroplane which should satisfy the most exacting of critics that not only has practical development gone ahead, but that the progress of the past three years has been almost incalculable. Lastly we have Mr. Cody's flight during last week-end, when he carried a passenger standing ten feet above the plane from the centre of the machine, and Lemartin's flight at Pau on a Blériot monoplane carrying eight passengers for a distance of over 8 miles. What more can be required to prove the case than these recent instances we have given?

Surely it must be a matter of serious concern to everyone and particularly to those who are identified with the science of flight to find that while all these things are being done by private enterprise at home and by official energy as well abroad, British officialdom can express itself willing to mark time and practise patience. It is not by a policy of that kind that Great Britain will take her place at the head of the nations in the race for the supremacy of the air, which may one day mean so much to her people.

KING GEORGE AND AVIATION.

THE little trip from Brooklands to Windsor made by Mr. T. Sopwith on the 1st inst., demonstrated yet once again the utility of the aeroplane in getting quickly from point to point across country, and incidentally it showed that His Majesty the King takes the liveliest interest in matters relating to flying. Having received an invitation—not actually a command—from the King that he should fly to Windsor,

in sight Mr. Sopwith remained at a height of about 150 ft. when leaving the aerodrome, but at Staines he found it beautifully clear, and so rose to a height of 1,000 feet. He could then see the Castle in the distance, but one of the radiators of the machine developed trouble through "frost-bite," and Mr. Sopwith decided to make a halt on the Datchet Golf Links, descending there about 1.20 p.m. After having



Photograph by Russell.

BY THE KING'S COMMAND.—Mr. Tom Sopwith's visit to Windsor Castle on his E.N.V.-engined Howard Wright biplane on Wednesday of last week, in response to an invitation from King George to fly over from Brooklands. The King is seen (X) shaking hands with Mr. Sopwith immediately after landing in front of the terrace.

Mr. Sopwith started up his machine at about 1 p.m. and was away for his visit forthwith. Although a thick fog obscured the ground at Brooklands, Mr. Sopwith had ascertained that it was clear at Windsor. In order to keep his landmarks

lunch he left Datchet at 2.55 p.m., and flying across the Home Park circled Windsor Castle, passed over the Round Tower, and alighted on the Royal Golf Links below the Eastern Terrace, where the King was waiting with Princes Henry,

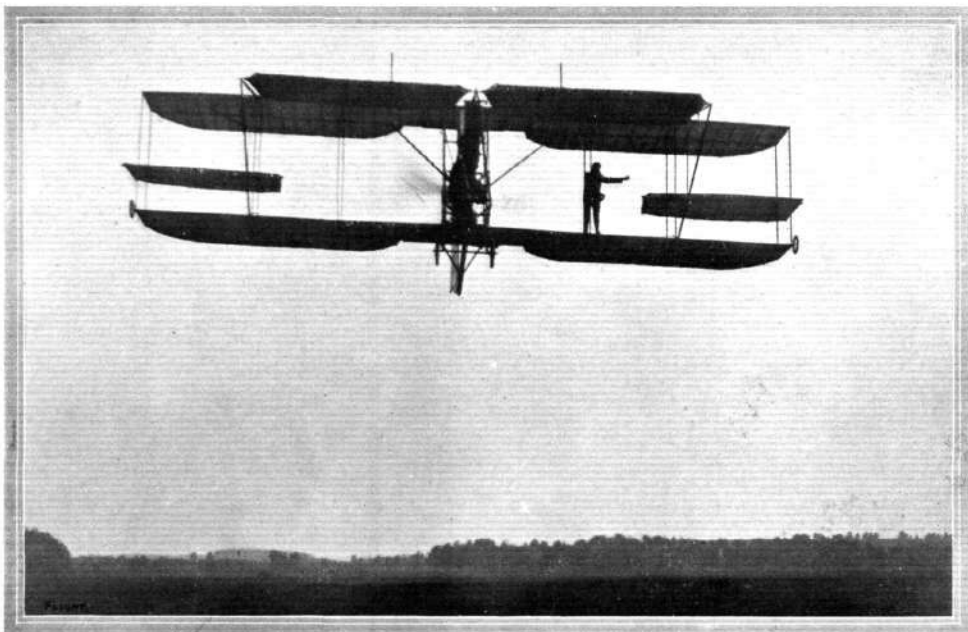
George and John to receive him. The aviator was presented to His Majesty, who at once descended from the Terrace, by Sir Charles Cust, and afterwards the King and the young Princes closely examined the Howard Wright machine and had the various details of it explained. His Majesty also congratulated Mr. Sopwith on his splendid win in the Baron de Forest competition and also upon his gallant attempts to

secure the British Michelin prize. After taking tea at the Castle, Mr. Sopwith remounted his machine and flew back to Datchet, where, on hearing that the fog was thicker at Brooklands than when he left in the morning, he decided to leave his aeroplane until the following day, when he duly returned without incident; although, even then, the fog was very thick.

AVIATORS OF THE ROYAL AERO CLUB OF THE U.K.

No.	Name.	Nation- ality.	Machine Used.	Where Qualified.	Date.
1	J. T. C. Moore-Brabazon	Br.	Sh. ...	Shellbeach	8 Ma., 10
2	Hon. C. S. Rolls	"	Sh.-W. ...	"	8 Ma., 10
3	A. Rawlinson	"	H. Far. ...	"	5 Ap., 10
4	Cecil S. Grace	"	Sh.-W. ...	Eastchurch	12 Ap., 10
5	G. B. Cockburn	"	H. Far. ...	Mourmelon	26 Ap., 10
6	Claude Grahame-White	"	Blér. ...	Pau	26 Ap., 10
7	A. Ogilvie	"	Sh.-W. ...	Camber, Rye	24 My., 10
8	A. M. Singer	"	H. Far. ...	Mourmelon	31 My., 10
9	S. F. Cody	"	Cody ...	Laffan's Plain	7 Ju., 10
10	Lt. L. D. L. Gibbs, R.F.A.	"	H. Far. ...	Mourmelon	7 Ju., 10
11	Hon. Maurice Egerton	"	Sh.-W. ...	Eastchurch	14 Ju., 10
12	James Radley	"	Blér. ...	Brooklands	14 Ju., 10
13	Hon. Alan Boyle	"	Avis ...	"	14 Ju., 10
14	J. Armstrong Drexel	Am.	Blér. ...	Beaulieu	21 Ju., 10
15	G. C. Colmore	"	Sh. ...	Eastchurch	21 Ju., 10
16	G. A. Barnes	"	Hum. ...	Brooklands	21 Ju., 10
17	Capt. Geo. Dawes	"	"	Wolverhampton	26 Ju., 10
18	A. V. Roe	"	Roe ...	Brooklands	26 Ju., 10
19	A. E. George	"	G. & J. ...	Eastchurch	6 Se., 10
20	R. Wickham	"	Som. ...	Brooklands	20 Se., 10
21	F. K. McClean	"	Sh. ...	Eastchurch	20 Se., 10
22	E. K. Davies	"	Han. ...	Brooklands	11 Oc., 10
23	Maurice Ducrocq	Fr.	H. Far. ...	"	1 No., 10
24	J. G. Weir	Br.	Blér. ...	Hendon	8 No., 10
25	Lt. H. E. Watkins	"	H. W. ...	Brooklands	15 No., 10
26	C. H. Greswell	"	Gr.-Wh. ...	"	15 No., 10
27	Capt. J. D. B. Fulton	"	H. Far. ...	Salisbury Plain	15 No., 10
28	L. F. Macdonald	"	Bris. ...	Brooklands	15 No., 10
29	Lt. R. T. Snowden-Smith	"	H. Far. ...	"	15 No., 10
30	H. Barber	Br.	Val. ...	Hendon	22 No., 10
31	T. Sopwith	"	H. W. ...	Brooklands	22 No., 10
32	J. J. Hammond	N.Z.	Bris. ...	Salisbury Plain	22 No., 10
33	Sydney E. Smith	Br.	"	Brooklands	22 No., 10
34	Archibald R. Low	"	"	"	22 No., 10
35	R. C. Fenwick	"	Pla. ...	Freshfield	29 No., 10
36	Capt. A. G. Board	"	Blér. ...	Hendon	29 No., 10
37	Capt. H. F. Wood	"	Bris. ...	Brooklands	29 No., 10
38	C. C. Paterson	"	Pat. ...	Freshfield	6 De., 10
39	E. G. Bouwens	"	Blér. ...	Hendon	31 De., 10
40	Lt. G. B. Hynes, R.G.A.	"	"	"	31 De., 10
41	St. Croix Johnstone	Am.	"	"	31 De., 10
42	Maj. H. R. Cook, R.G.A. Br.	"	"	Beaulieu	31 De., 10
43	B. H. Barrington Kennett	"	"	Hendon	31 De., 10
44	G. P. L. Jezzi	"	Jez. ...	Eastchurch	31 De., 10
45	Lt. R. A. Cammell, R.E.	"	Bris. ...	Salisbury Plain	31 De., 10
46	O. C. Morison	"	Blér. ...	Brooklands	17 Ja., 11
47	James Valentine	"	Mac. ...	"	17 Ja., 11
48	H. J. D. Astley	"	Som. ...	"	24 Ja., 11
49	Robert Macfie	"	Mac. ...	"	24 Ja., 11
50	C. Howard Pixton	"	Roe ...	"	24 Ja., 11
51	Herbert John Thomas	"	Bris. ...	Salisbury Plain	24 Ja., 11
52	E. V. Sassoon	"	Som. ...	Brooklands	24 Ja., 11
53	G. de Havilland	"	Hav. ...	Farnborough	7 Fe., 11
54	D. G. Conner	"	Bris. ...	Salisbury Plain	7 Fe., 11
55	J. V. Martin	Am.	H. Far. ...	Hendon	7 Fe., 11

Am. = American; Br. = British; Fr. = French; N.Z. = New Zealand.
Machine. — Blér. = Blériot; Bris. = Bristol; G. and J. = George and Jobling; Gr.-Wh. = Grahame-White; Han. = Hanriot; Hav. = de Havilland biplane; H. Far. = Henry Farman; H. W. = Howard Wright; Hum. = Humber; Jez. = Jezzi biplane; Mac. = Macfie biplane; Pat. = Paterson; Pla. = Planes Ltd.; Sh. = Short; Sh.-W. = Short Wright; Som. = Sommer; Val. = Valkyrie.



Mr. S. F. Cody on Saturday last carried a passenger on his biplane over Laffan's Plain, standing on the lower main plane, 10 ft. 6 ins. away from himself in the pilot's seat, as seen above in our photograph. Mr. Cody, by this means, wishes to emphasise his claim for the great lateral stability of his machine.

ROYAL AERO CLUB ANNUAL DINNER.

THE success which aviation as an art has attained in the remarkably short period since the first flying on a heavier-than-air machine was recorded, was strikingly reflected in the big gathering of about 300 members and guests at Prince's Restaurant on Tuesday of last week upon the occasion of the annual dinner of the Royal Aero Club of the United Kingdom. The splendid main room of the Society of Water-Colour Painters was crowded to its utmost extent by a gathering numbering very many distinguished guests interested in this epoch-making revolution; a very great feature of the entertainment was the number of the fair sex who graced the banquet by their presence.

The Duke of Argyll, K.T., presided.

The toasts of "The King" and "The Royal Family" having been very cordially received, the chairman gave the toast of "The Imperial Forces." He applauded the example of Baron de Forest, M. Michelin and others in having encouraged great efforts to advance the industry in the manner in which they had done, but, he said, hitherto prizes had practically been offered only for speed. There was another province which might also be covered. He would like to see prizes offered for stability and safety, without having the question of speed taken so much into consideration. In fact, he would like to see a "fool-proof" machine evolved. He would also like to see some method for the detaching of any aviator from his machine in case of emergency, so as to descend safely to earth by some extraneous device. By this means many of the accidents which had hitherto been recorded might in the future be avoided. Aviation had indeed achieved a marvellous record in the last few years, culminating in the descent a couple of days before, by a flyer in America, on to the deck of a warship. He regretted the little encouragement officially given in this country to aeronautics. He hoped it would be possible for the Government to spend a little more money in the future than they had done up to the present and thereby give the many distinguished officers who were prepared and anxious to take up the work a chance to demonstrate their enthusiasm and patriotism in a practical form. His Grace then referred in detail to the remarkable work achieved in aviation by the French Army. He quoted a series of very illuminating reports from the various French Generals which had been issued officially as a result of last year's French Army manoeuvres, in which it had been deemed wise to include this new arm for the service. The same story he thought should be repeated with our British Army.

Admiral Sir E. H. Seymour, in replying on behalf of the Navy, was glad to be able to agree that such a practical advantage as had recently been demonstrated of flying from and on to warships was what they wanted, but he thought that such a practice generally would necessarily be very difficult and be dependent largely upon weather conditions and the motion of the ship. He had, however, been even more greatly impressed by the recent achievement of Mr. McCurdy, who had flown nearly 100 miles across seas in the West Indies. It was not so much the actual flight or distance which had impressed him, as the pontoons which he carried on his machine and the use to which he had put them. By this means the practicability of the flying machine for naval purposes was brought much nearer as it became so much safer for those immediately concerned. If it were only possible to control at will the work of the aeroplanes they would undoubtedly then prove of great use to the naval commander. He saw, however, difficulties in regard to the compass, although he confessed he knew little about the actual position when in the air, but these were difficulties which existed and would no doubt be met as the requirements came forward.

Major Sir A. Bannerman, Bart., R.E., in charge of the Air Battalion at Farnborough, responded on behalf of the Army, and said that enthusiasm was apt to be dangerous and that the revolution of war by means of the aeroplane, so widely prophesied, was not, in his opinion, in accordance with past experience in other directions. All they would do would be to change the way war was conducted. Reliability was the thing required in the Army, whether it were in men, horses, or any other section. The same would apply to the aerial machine. Only elementary results could be expected for some little time, but even these elementary things must be reliable. He doubted whether the aeroplane was very

far ahead of what it was when Wilbur Wright first flew. (Cries of "Oh! Oh!") What was wanted was that the pilot could let go of his steering-wheel and not come crashing down immediately. Patience must be their motto. They must walk before they ran. In spite of all the criticism which had been lodged against it, he said that the military air corps was going along steadily although not making very much show, but they were imbued with that sense of patience which he advocated.

Mr. Roger Wallace, K.C., then presented the various prizes which had been won during the past year. In presenting the cash prize of £1,000 attached to the Gordon-Bennett Aviation Trophy, he regretted that Mr. Gordon-Bennett was not present to personally hand over the cheque to Mr. Grahame-White. Mr. Wallace then gave a *resumé* of the origin of the gift up to the date of its being won by Mr. Grahame-White on behalf of the United Kingdom. It was the greatest honour, he said, outside the intrinsic value, that could accrue to any aviation club in the world, and he was proud to present the trophy to Mr. Grahame-White, as well as the Gold Medal of the Aero Club of France, which he had hoped Count de la Vaulx would have himself presented. The Count, however, was prevented from attending the dinner owing to his having been seized with influenza on the eve of starting. In addition, he also was glad to announce that the Gold Medal of the Aero Club of the United Kingdom had been conferred upon Mr. Grahame-White, only five other such medals having been up to the present accorded.

Mr. Claude Grahame-White, in reply, said that he was only too glad to have been able in a small way to advance aviation in this country and thereby to help uphold its prestige. He spoke in very complimentary terms of Mr. Cody and his work, of whose perseverance and achievements he was a very great admirer. He also referred incidentally to the great and splendid pioneer work done by Captain Bertram Dickson, Mr. Mortimer Singer and others, a very notable recent success being that of Mr. Tom Sopwith. The latter was the type of aviator we wanted. He was thorough in all he did and he looked to him to help keep the Gordon-Bennett Cup in this country. He hoped to be there himself and between them they might anyway make a big effort to be in the front. He referred with regret to the contrast of our Government and the assistance of torpedo-boats in the encouragement of across-seas flights and that of the United States and Mr. McCurdy's recent flight. They had a large number of aviators in this country willing and able to show the Government what they could do. All they wanted was encouragement and he was waiting the time when he should be called upon to place his organisation at their disposal. It was, he thought, time that more manufacturers in this country woke up to the necessity for constructing a really successful British machine. They must have capital to attain the front place. At the beginning of 1910 there were two Englishmen who could fly. There were now over 50—52 to be accurate—who held the pilot's certificate of the Aero Club of the United Kingdom. He thought the Gordon-Bennett Trophy and the *Daily Mail* prizes would attract the finest aviators and machines of the world to this country in 1911, and this should be of very great benefit to the British industry. To keep the trophy here meant a lot of hard work and energy and they ought to start at once to prepare. There was not a moment to lose if they meant seriously to keep the trophy here and produce a reliable machine. There were plenty of builders and good flyers, and besides a really reliable British engine it was capital that was mainly wanted.

Mr. Roger Wallace, in presenting the cheque for £4,000, the amount of Baron de Forest's prize, to Mr. Tom Sopwith, thought that the donor, in offering this magnificent reward for an all-British machine, had helped forward the industry more than any other prize presented.

Mr. Tom Sopwith, with the same generous spirit which appears to exist in all the flying men, said that in securing the prize he really had very largely his luck to thank as against the terribly bad luck experienced by Mr. Lorraine, Mr. Grahame-White, Mr. Ogilvie and others. He certainly thought that thanks were due first to Baron de Forest for his splendid encouragement and next to the Royal Aero Club, who so admirably carried out the details of the competition. In his opinion British machines were equal to

anything and that the British engines at present in use were also good, with the further prospect of two or three more of the very best coming along before the end of the year.

Baron de Forest's health was then proposed by Mr. Roger Wallace and received with musical honours.

Baron de Forest, in acknowledging the toast, congratulated Mr. Sopwith upon his success. When the prize was offered, he said, not a single successful machine had been made in England, and it was a great achievement that the prize had been won at all, he thought. Mr. Sopwith's success was, therefore, all the more praiseworthy and it was one of the luckiest efforts he thought that had ever been seen in any industry. There was one note of extreme sadness in the competition, however, and in respect to this he tendered his most sincere sympathy to the relations of the late Mr. Cecil Grace, who had met with such a terrible fate after his gallant attempt to win the prize. He wished to add a word in the cause of peace. The aeroplane was not for war alone. He thought it would give far greater facilities for commerce and the increase of trade and it would rather tend towards the ultimate elimination of war. If the aeroplane was likely to lead to peace, he was proud to think he had contributed towards Great Britain taking a forward place in bringing about such a desirable object.

M. Michelin then personally presented Mr. S. F. Cody with a cheque for £500 won by him in connection with the British Empire Michelin Cup, and was glad to believe that the offering of trophies of this character to Englishmen by Frenchmen helped towards the *entente cordiale*.

Mr. Marc J. Wolff, on behalf of M. Michelin, read details of the creation of a new series of prizes which M. Michelin had decided to offer for competition in Great Britain. Briefly, the suggestion was that a prize of £400 and a trophy should be awarded to the aviator who before October 15th covered in the best time a course, say, from Hampstead to Guildford, Oxford and St. Albans and back, circling the steeples of the principal churches in each town. For this year the minimum distance would be 125 miles. Next year it would be 50 per cent. more and the prize £600, while in the third year it would be £800.

Mr. S. F. Cody, in acknowledging the prize, said that he claimed to be the father of dynamic flight in this country and had ten years ago given the War Office, in his Cody aeroplane-lite, the first aeroplane in the world. He had always been working and always did work on his own lines. What Cody did was Cody pure and simple. Whether other people were copying or not he was willing for anyone to criticise his design and he was satisfied he would come out free of suspicion in regard to his copying anybody. His only regret was that he had not won the Michelin prize last year. The machine which he won it on was his second full-sized model and was an all-British machine, as he was naturalised before he commenced its design. It was the heaviest machine in the world and carried over 2,300 lbs. into the air. A prize he would like to see offered as an encouragement to British aviators would be for an all-British machine for a British duration record with a minimum period specified. He did not agree that we had not a British engine capable of long-distance work. He had used amongst others a Green engine and it had always served him well, and in flying for the Michelin Cup he accidentally switched off the ignition and that was the reason he came down. The engine had nothing to do with it. Both that engine and the E.N.V. were good engines to his personal knowledge. All they wanted was to have a fair chance in being used.

The Hon. Mrs. Assheton Harbord was then announced as the recipient of the Royal Aero Club Challenge Cup for spherical balloons. In respect to this presentation, by special request Admiral Sir E. H. Seymour replied on behalf of Mrs. Assheton Harbord. He thought that she thoroughly deserved the prize, as by her courage and continuous work in ballooning she had well earned the title of "Queen of the Air."

Lord Montagu of Beaulieu, in proposing the toast of "The Aero Club of the United Kingdom," said he saw nothing but the most hopeful future for the industry and with the Royal Aero Club in charge of the promotion of its welfare there need be no fear.

Mr. Roger Wallace, K.C., the Chairman of the Club, in reply announced that it had been decided to award the Gold Medal of the Club to the late Mr. Cecil Grace as a token of respect and appreciation of what he had done for the science. A silver medal had been awarded to Mr. Lorraine

or his Irish Channel flight, and a silver medal had also been awarded to Mr. John Dunville for his balloon journey over the Irish Channel. The provincial clubs were doing very great work in conjunction with the parent club to further spread the study and sport of aviation and he specially singled out the Scottish Aeronautical Society, the Midland Aero Club, the Manchester Aero Club, the Bristol and West of England Aero Club, as conspicuous in this respect, but even down to the smallest they were all helping loyally in their respective spheres. He also thanked very sincerely Mr. Frank McClean for his great assistance to the Club by his munificent behaviour in connection with the Eastchurch flying ground and also for the offer of his flying machines for the use of the Navy through the Royal Aero Club. He was very glad to be able to announce that Mr. Mortimer Singer had offered a prize of £500 for competition for the Navy and a like sum for the Army during 1911, for the member of either on the active list who should fly the longest distance. The Club was working entirely in the interests of aviation and would continue to do its utmost at all times when called upon and he thanked all those interested for the confidence reposed in that body.

Sir Charles D. Rose, Bart., M.P., in very happy terms proposed the toast of "The Visitors."

In reply, Mr. Edward Manville, President of the Society of Motor Manufacturers and Traders, after thanking the Club for the generous manner in which they had entertained their guests, said he was very pleased to accept the suggestion that had been made by an earlier speaker and to supplement the great encouragement which had been given by Baron de Forest in his magnificent £4,000 prize by offering a prize of £500 for "endurance" during the year 1911, the competing aeroplanes to be entirely of British construction.

Mr. Van Tenvinja, the President of the Aero Club of Holland, also responded to the toast, and speaking in English, said that he, as representing the Dutch Club, much appreciated the magnificent reception which had been given him as representing aviation in Holland and promised a very hearty reception to those who might visit his Club.

A vote of thanks to the Chairman was very cordially received just upon the stroke of midnight.

Amongst those present were His Grace the Duke of Argyll, K.T. (in the chair), Lord Strathcona, G.C.M.G., Lord Montagu of Beaulieu, Sir E. R. Henry, K.C.B., Major Sir A. Bannerman, Bart., R.E., Sir C. D. Rose, Bart., M.P., Baron de Forest, Mr. Roger W. Wallace, K.C. (Chairman of the Royal Aero Club), and Mrs. Wallace, Admiral of the Fleet Sir E. H. Seymour, G.C.B., K.C.B., Sir Marcus Samuel, Bart., Sir George White, Bart. (President Bristol Aero Club), Sir H. Norman Lockyer, F.R.S., Sir Wm. and Lady Mackenzie, Major F. Egerton Green, M.P., Mr. Hayes Fisher, M.P., Mr. Edward Manville (President of the S.M.M.T.), Mr. Van Tenvinja (President Aero Club of Holland), Messrs. Mervyn O'Gorman, S. Z. de Ferranti (President Institute of Electrical Engineers), Thos. Marlowe, Capt. P. W. L. Broke-Smith, R.E., Major F. Lindsay Lloyd, Prof. A. K. Huntington, Messrs. John A. F. Aspinall, F. S. Sells (Manchester Aero Club), Ralph Glyn, John A. E. Aspinall (President Institute of Mechanical Engineers), Marc J. Wolff, E. P. Frost, Sir Thos. D. Pile, Bart., and Lady Pile, Colonel the Hon. G. Napier, the Hon. Mrs. Assheton Harbord, the Earl and Countess of Clonmel, Colonel Du Cane, Captain B. Dickson, Viscount Templeton, Colonel Talbot, Dr. W. J. S. Lockyer, Major J. N. C. Kennedy, Lieut.-Colonel H. de T. Phillips, R.G.A., Lieut. M. B. Talbot-Crosbie, R.G.A., the Hon. E. Brabazon, Messrs. B. H. Barrington Kennett, B. de Laborie, F. Heides Butler, Mr. F. K. McClean, Mr. Alexander Duckham, Messrs. E. V. Sassoon, Howard T. Wright, G. Stanley White, Mr. H. Delacombe, Mr. Tom Sopwith, Miss May Sopwith, Major Wm. Tayleur, Captain B. D. Corbet, Messrs. A. Mortimer Singer, C. Grahame-White, Robert Lorraine, General Sir Chas. Egerton, Messrs. Harrington Edwards, N. Chereau, D. Graham-Gilmour, Captain John Bennett-Stanford, Messrs. James Valentine, O. C. Morison, H. P. Martin, W. E. Trier, J. T. C. Moore-Brabazon, Hamilton Fyfe, G. Holt Thomas, Captain A. Hume, Messrs. Stenson Cooke, H. Massac Buist, Frank Shorland, S. F. Cody, Dr. R. Tennant Bruce, Dr. Grainger Stewart, Mr. T. F. Woodfine, Comtesse H. von Rosetas, Mr. Harry Fragon, Mrs. Hewlett, Lieut. T. Snowden-Smith, Messrs. G. Blondeau, Griffith Brewer, Alec. Ogilvie, T. P. Searight, J. C. Mort, G. F. Mort, H. Fletcher Moulton, Harold E. Perrin (Secretary), &c.

BRITISH NOTES OF THE WEEK.

After Dinner Talk: the Men and their Machines.

In more than one way the Aero Club Dinner on Tuesday week was remarkable. It was extremely well attended in the first place, and it was pleasant to see so many ladies honouring the occasion with their presence. This in itself was somewhat a marked departure from orthodox club proceedings, and it is not without some significance how aeronautics has practically from the first become a common field of interest to both sexes. But perhaps the most remarkable feature of all was one that cannot be welcomed, but must rather be deprecated, even though we are fully convinced it was unintentional. As is usual at such English banquets, the ceremony was not considered complete without rather lengthy speech-making, and unfortunately some of the speakers managed to strike almost a jarring note of implied dissatisfaction with the efforts and achievements of British manufacturers, combined with a tendency to disregard the part played by the builders and designers—foreign as well as British—of the machines when allotting credit to the successful pilot aviators. Considering that a not insignificant part of this particular banquet happened to be the distribution of prizes to the cash value of £5,500, to say nothing of any honour associated with the mere winning of the prizes, the omission—probably due to the short time available for individual speakers in view of the number of toasts, responses, and prize-giving to be got through during the evening—either to emphasise the splendid work of British firms during the year or to keep well to the front the great importance of design and of manufacture, as well as of subsequent skilful handling, was, to say the least, regrettable. True, Mr. S. F. Cody spoke up well for the "Green" engine with which he won the British Michelin Cup, and also for the British E.N.V.; but a word might also have been expected for that most promising N.E.C. two-stroke motor, that at one time stood first on the list of competing performances. So with the aeroplanes on which the winning flights were made, there was hardly a word except about the Cody biplane. The Howard Wright biplane certainly deserved some credit, not to mention the Short machines that figured largely, and Mr. Alec Ogilvie's British-built Wright biplane, that enabled him to strive so strenuously down at Rye, and the Bristol biplanes that again and again have proved their worth.

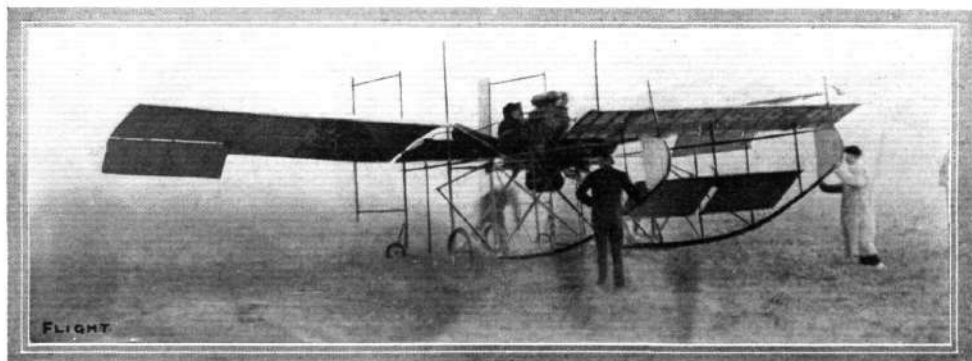
Scottish Aeroplane Wins a Prize.

On the 30th ult., Mr. A. S. Barnwell accomplished a very satisfactory flight on his latest aeroplane, although unfortunately it ended by the machine coming to grief. Rising from a field near Causeway Head he attained a height of 100 ft., and turning towards the Bridge of Allan steered for the gasworks there and passed over them at a height of 200 ft. After descending to within 20 ft. of the ground he then rose again, but, in trying to avoid some telegraph

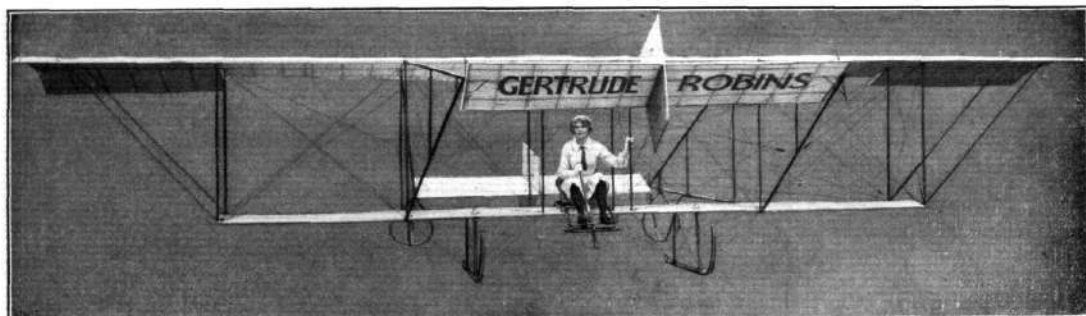


"Miss Gertrude Robins," the authoress of "Pot Luck," who is playing in "Don't Ask Any Questions" at the Palace Theatre, and who in private life is Mrs. Chas. E. Dawson of Naphill, is a great supporter of the art of flying. Miss Robins practises gliding on the machines designed by her husband, and is seen above in the pilot's seat of the biplane.

wires, pushed the control lever over too far and brought the machine down with a crash. The aviator escaped practically unhurt, although, of course, the machine was considerably damaged. By this flight the aviator secured a prize of £50 offered by the Scottish Aeronautical Society.



The Hon. Mrs. Assheton-Harbord, who secured the Royal Aero Club Challenge Cup for ballooning in 1910, about to take her first trip at the London Aerodrome on an aeroplane—the "Valkyrie."



Mr. Chas. E. Dawson's full-sized glider with which he and his wife, "Miss Gertrude Robins," practise. This machine was built by Messrs. Mulliners, the well-known carriage body builders, and Mrs. Dawson is seen above in charge ready for a glide.

"Three Days Over the Atlantic in an Airship"

Is the title of a lecture which will be given at the Queen's Hall on Tuesday, February 21st, at 8.30 p.m. by Captain Murray Simon, who, it will be remembered, was the navigator of the Wellman airship. His account of their experiences over the Atlantic will be illustrated by a number of limelight views, and Captain Simon will also give details regarding the new expedition which will attempt the trans-Atlantic voyage during the coming summer. The new airship will be named "America II," and Captain Simon has been

offered the position of navigator. The lecture should attract a large audience and prove very interesting.

Another All-British Machine.

THE Sanders Aeroplane Company, of Beccles, who have behind them some years of experimental work, are putting on the market an all-British machine of distinctive design. In view of the criticisms that are being directed against British enterprise their progress will be watched with interest by the aeronautical world. We hope to be dealing shortly with the work of the firm.

FROM THE BRITISH FLYING GROUNDS.

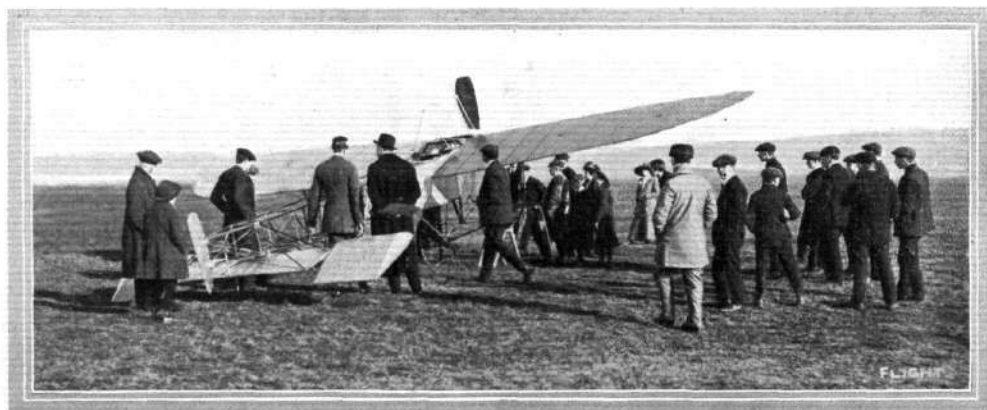
Brooklands Aerodrome.

On Sunday week Captain Wood, on Bristol No. 29, was flying very gracefully during three circuits, at about 300 ft. Fog in the afternoon stopped operations.

Tuesday last week was windy. The Molesworth triplane was out in the morning and indulged in a little rolling. The 40-h.p. E.N.V. which they have fitted was pulling well, but was never let all out. In the evening, just before it became dark, Mr. Low, on a Bristol biplane, made a couple of straight flights but did not attempt a turn as the wind was too high. This machine had only been finished that afternoon and its new white planes looked well against the evening sky. During the day Mr. Prowse Jones and Mr. Keith Jones, of Messrs. Keith Prowse and Co., came down and were making arrangements with the leading pilots so that the public could, after booking seats at their offices, then go down and have their flight with the aviator of their fancy.

Wednesday morning was very cold, a thick fog enveloping the ground. About 11 o'clock however, the Molesworth triplane made its appearance. She had not gone more

than 100 yards when one of the water joints blew off. On examination it was discovered that, owing to the intense cold, the water in the radiator had become frozen. This was the more remarkable as the radiator had been filled with hot water just before leaving the shed. The rest of the day was spent in repairs to the radiator. Billing, on his converted Voisin, was out, but the cold had upset the engine and he could only just leave the ground. Ducrocq, with Mrs. Palmer as passenger, flew several times round the ground, the invincible Gnome being in no way affected by the cold. Mr. Sopwith was the next to pull down his shutters, but he also fell a victim to the frost. As quickly as his radiators were filled they froze. By the time they were thawed several bursts made themselves apparent. These were effectively repaired by the simple expedient of nipping the tube above and below the burst. He then made a trial flight, when he found the engine pulling so well that, in spite of the damage done to the radiators and the thick fog, he determined to fly to Windsor in response to the "invitation" from the King. He started off and was soon lost in the fog. Later



Mr. Morison's machine after a sudden descent at Brooklands recently prior to a contemplated surprise visit by aeroplane to Brighton.

on we heard that he had safely reached his destination, where he was received by the King. He had descended at Datchet to have his radiators seen to as several more tubes had burst. Captain Wood was out early, making three circuits at about 250 ft., afterwards carrying Knight, Fleming (a new pupil) and a mechanic for flights. Lieutenant Watkins brought out his Howard Wright biplane, and he also suffered at the hands of King Frost. He found that a small amount of water had remained in a pipe which was below the drain tap and this had become frozen, effectively preventing the water circulating. While this pipe was being thawed the rest of the water began to freeze and the engine had to be kept running slowly to prevent the water in the engine freezing. The thawing was only finished when it was time to put the shutters up. Another new pupil, Mr. José del Persjo, made his appearance at the Hanriot School during the day.

The fog still hung over Brooklands all Thursday, although it had thinned a little from the previous day. Mr. Ducrocq, who was the first up, with Mr. Palmer as passenger, was flying off and on all day. Mr. Blondeau came out but only did a few circuits as his engine was not pulling as well as he would like. The Weiss was out too, but owing to the engine not being up to the mark and propeller troubles, Mr. Gordon England could only make straight flights. Then Lieutenant Watkins brought out his biplane, but he had no sooner filled his radiators than they burst, putting him out of action. The Avroplane was seen again for the first time since Mr. Jenkins's smash; Mr. Gospelous was piloting and succeeded in making several short flights. Mr. Pixton then took the helm but could only manage straight flights as the engine was very obstinate. Mr. Morison brought out his Blériot, and, in his usual daring manner, shot up rapidly to about 800 ft. Mr. Ducrocq was in the air at the same time. Suddenly a third machine loomed out of the fog; the new arrival proving to be Mr. Sopwith, upon his return from his visit to the King at Windsor Castle. He was flying at a good height and finished with a very fine *vol plane* landing as lightly as a feather. Mr. Morison was then seen to make a terrific dive and it was noticed that as he straightened out to land, the machine oscillated slightly laterally. On examination it was found that one wing was weak, which had necessitated his flying with his *cloche* over to one side. It strikes one as rather risky to make such a swift descent, except when compelled to, if the machine suddenly develops a defect in one of the wings. Mr. Gilmour then took a turn on "Big Bat," with Mr. Hewitt as passenger. He found the wind rather too gusty to be pleasant so did not remain in the air for long. Although the Molesworth triplane was also out she did not leave terra firma.

Friday, by way of contrast, was very mild, with a 15 m.p.h. wind blowing. The Avroplane was at work early, with Mr. Gospelous at the wheel, he making several flights very steadily. Then Mr. Kemp took a turn and did some rolling, later on making some short flights. Mr. Pixton was also making some straight flights but did not venture to turn as the engine was not pulling well. Mr. Ducrocq was the next in the air, making several fine flights at a height of 60 ft., Mr. Spencer on his biplane also carrying out some long straight flights. He had fitted a new propeller which was giving better results. Lieutenant Snowden-Smith, on Mr. Blondeau's machine, also made a good flight of several circuits. Mr. Gordon England was trying the Weiss again, but she would not rise early although the engine was pulling well. On changing the propeller the machine was much happier and flew the whole length of the ground at a height of 10 ft. Mr. Billing carried out several straight flights at a good height, but the engine was not quite up to the mark so he did not attempt to turn. The wheels on the Molesworth triplane, which was out and made a good hop, are too small and larger ones are to be fitted.

Saturday being a show day, although a stiff wind was blowing, the large attendance put the aviators on their mettle and a lot of flying was witnessed. Mr. Low was first out

on the new Bristol No. 26, and in a very tricky wind of 10 to 18 miles, which kept the other flyers indoors, made a very good flight. He carried two passengers beside himself, the total weight carried being 647 lbs., the passengers weighing 434 lbs. and the petrol and oil 213 lbs. In the afternoon Captain Wood was up on the same machine. Both these aviators gave the crowd many a thrill with their daring *vols plans*; some of their spiral glides being very fine. Mr. Low carried as passengers Knight, a new pupil; Captain Sykes, of the 15th Hussars; Captain Broke-Smith, of the Army Balloon School, and then Captain Sykes and a mechanic together. Mr. Ducrocq had a busy day with passengers; Mr. Blondeau was teaching and carrying passengers. Mr. Sopwith was also flying and carried many passengers. Mr. Gilmour was at work with the Spencer biplane but could only make straight flights, the engine not pulling well enough for a turn.

Sunday was almost a repetition of Saturday, Messrs. Sopwith, Ducrocq, Blondeau, Captain Wood and Lieutenant Watkins being the star performers, the large crowd having real good value for their money. Captain Wood, on his Bristol, flew two circuits in a 10-mile wind and then took up Knight; the wind freshening, he retired. In the afternoon he was up again, carrying Knight, Fleming, Mr. Hudson, Mr. Chamberlain and a mechanic. It is very encouraging to see the large attendance that is now a regular thing at Brooklands. It shows what a keen interest the public are at last taking in the sport, and should make the heart of the enterprising manufacturer glad.

Monday was very windy, and it was not till quite late that anybody ventured out. Mr. Ducrocq made a good flight for a turn but gave up as the wind was so strong. Mr. Morison took the air in his Blériot and made several very fine flights. It was a good test for a new pair of wings which he was trying. Captain Wood went up on the Bristol and made a splendid high flight and flying three circuits of the drome, the last one outside the boundary of the track. Following this he made some straight lines, first with Knight—who is improving rapidly—in charge of the lever, and then with Fleming at the lever. Lieutenant Watkins' pupil, Mr. de Silva, made several hops, prior to Lieutenant Watkins taking up several passengers for a spin.



Mr. S. F. Cody last week carried three passengers—Mdlle. Armand de Lavette and Messrs. Moreton and Bloomfield—for a flight on his biplane. Our photograph shows the disposition of the party ready for their voyage.

Laffan's Plain.

ON Wednesday of last week Mr. de Havilland made three short flights of from two to three miles each, and on the following day he was out again in the afternoon. Flying from the Balloon Factory over Farnborough Common he made for Laffan's Plain. Unfortunately, the engine began to misfire badly, and on making a descent the machine struck a bank of earth. Although the shock was not great it caused the under-carriage of the machine to give way. The entire landing carriage and propeller was smashed, together with one upright support and the back main rail of the top plane. The machine was quickly put under repair, and will be ready to fly again in the course of a few days.

The Farman machine is practically finished and may be out again in a few days.

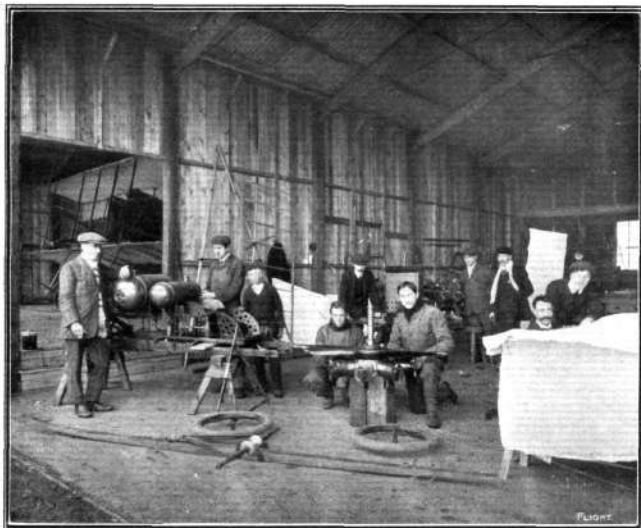
The large dirigible shed, which was the cause of the wreck of the Lebaudy airship, has for some time been in the hands of the workmen. The roof has been raised 15 ft., and the shed is now complete and capable of housing an even larger airship than the one for which it was intended.

On Saturday, Mr. Cody was early astir, and, despite the strong wind, was aloft by 11 o'clock. After a few solo flights he took as passenger Mr. A. N. Robinson for a round of his Michelin course. In the afternoon he made several fine flights, including one of five miles with Miss Armand de Lavette, in which he made several very sharp right and left-handed turns. Two right and left-handed circles were then made with a passenger—Mr. Bloomfield—standing on the front of the bottom plane, 10 ft. 6 ins. from the centre of the machine, and a short flight carrying three passengers—Miss Lavette, Mr. Moreton and Mr. Bloomfield. The lady occupied the passenger seat, the gentlemen standing on the plane each side of the engine. This latter flight was particularly good, as it was made in a broadside wind.

The London Aerodrome.

THE two last days of January were much too windy for flying, so the inhabitants of the Hendon aviation colony were forced to stay in their hangars. Wednesday morning was by no means suitable, but towards the middle of the afternoon the wind had subsided sufficiently to allow Greswell to come out with the Grahame-White Gnome-Bleriot. His usual get away is quite remarkable—the machine is in the air almost as soon as it is liberated, and mounts at an angle of apparently 15°. After a couple of circuits he left the aerodrome, and made a wide circle over Golder's Green, remaining up about a quarter of an hour.

On his descent he gave Martin a lesson on the E.N.V. Farman. The latter was instructed to take the machine, and make straight flights. Apparently he failed to see the point in doing this, for he



Progress at the Grahame-White School at the London Aerodrome, near Hendon.—Assembling a machine and constructing the planes in one of the sheds.

proceeded to cover laps round the aerodrome at a height of about 50 ft.

Then, disobeying all rules of the school, he flew away in the direction of West Hendon. He was keeping terribly low, and as the engine kept on "missing" he caused no small amount of anxiety among the onlookers. Reappearing, after an absence of about ten minutes, he got back safely on the aerodrome by dodging a few trees. Another of the Grahame-White pupils, Hubert, took the school Farman and did some straight flights, but landed heavily, breaking the propeller, thus putting the machine *hors de combat* for the time being. Greswell had been very busy with the Gnome-Bleriot during the afternoon, practising in the anticipation of making a good cross-country flight in the near future. A new pupil at the Grahame-White school commenced his tuition on the "Blue Bird." After a few gyrations he bounced heavily, damaging the front part of the chassis. Thursday was a good flying day, and Martin was out early with the all-British Farman. Aero Club officials being present, he made the three qualifying flights, and in due course will be formally awarded his *brevet*. He is the first of the Grahame-White pupils to obtain his certificate since that firm settled at Hendon. It is worthy of note that Martin only had three lessons as passenger, and at his first attempt alone flew three circuits, including a trip



PROGRESS AT THE GRAHAME-WHITE SCHOOL AT THE LONDON AERODROME, NEAR HENDON.—The School biplanes and monoplanes ranged outside the sheds.



ONE OF THE LATEST GRAHAME-WHITE BIPLANES.—This is built up in three parts, rendering it very easy of transport, the centre part forming a single unit which can be dismembered by merely undoing four bolts. It is claimed to be faster by about 15 m.p.h. than the Farman and Curtiss, of which types it embodies the leading features.

right outside the aerodrome. His second attempt is described above. Hubert was out making short flights on the school Farman, but had the misfortune to buckle a wheel. Towards evening one of the Blériot school machines came out, a new pupil taking control. He rolled and made short hops. Friday was a very blustery day, so no machines appeared. Nothing happened on Saturday until after lunch, when Mr. C. Grahame-White took out the E.N.V. Farman and flew two circuits.

Gustav Hamel had in the meantime mounted the Gnome-Blériot, and quickly attaining an altitude of about 500 ft. proceeded to circle the ground. He flew very steadily, considering the wind there was blowing at the time. Martin took over the E.N.V. Farman, and did two or three laps in quite good style.

It was not long before Hamel set out again on the Gnome-Blériot. Rising to a height of over 1,000 ft. in the course of a couple of circuits he left the aerodrome and flew towards Cricklewood. When about four miles off he caused quite a stir by suddenly swooping to earth. He was discovered in a field at the top of Mill Hill, having come to earth as he had lost his bearings in the fog.

Mr. Grahame-White directed him on his homeward flight to the aerodrome, which he reached in very short time. He did not land immediately, however, but amused himself and the crowd by indulging in a little trick flying, eventually gliding to earth from 500 ft. Martin had meanwhile mounted the E.N.V. Farman and had flown a couple of circuits, landing by a *vol plané* from 100 ft.

Monday, the 6th, was windy, and at first it did not appear as if anyone would venture out. Mr. Grahame-White, however, arrived at 11 o'clock and got away on the E.N.V. Farman. He flew two circuits in a wind that was bordering on 30 miles an hour. His descent was particularly thrilling. On reaching the end of the ground he seemed to be caught in an eddy which made him drop rapidly in an alarming fashion. He regained his balance, however, and, throttling down his engine, landed as lightly as possible.

After lunch M. Prier brought out one of his school machines and executed a very pretty little flight, although the wind was still blowing as strong as ever.

The Valkyrie School.—One of the latest pupils to join the school is Mr. Hawker of the Woolwich Military Academy, and the continued growth in the number of pupils has decided the Aeronautical Syndicate to hurry on with the completion of an additional school machine to assist in the instruction of pupils. "Valkyrie II" is being fitted with a duplicate set of controls. Work is proceeding apace on the Gnome-engined Valkyrie racer, and as it will weigh about 150 lbs. less than the school "A" machine which gives a speed of 45 miles an hour, and as, in addition, it has been designed to present less resistance to forward motion and possesses some 20-h.p. more power, its completion is being looked forward to with considerable interest. Tuesday last was an excellent flying day, and the Valkyrie machines were much in evidence. The pupils, which are now nearly a dozen in number, are keeping the school machine busy. The school instructor was out on the big passenger carrier, and after a preliminary run round the aerodrome took Messrs. Eadsforth, Chambers and Clutterbuck for instructional

flights. During the trip with Mr. Clutterbuck the aviators had an anxious moment as they came across a "hole" in the air. Fortunately the pilot was able to maintain control of the machine, and the flight finished with a pretty *vol plané*.

After lunch Mr. Clutterbuck took his second lesson in the school machine. He started to make an ascent, but owing to faulty steering rose very much on one side. The beholders held their breath, but the 10-ft. wide wheel-base did its work nobly, and undoubtedly prevented a smash. A little more practice and he will fly. At 3.35 p.m. Mr. Chambers of Bedford took his first lesson and had a hop. At 4 p.m. the school pilot took up one of the small "Type A" Valkyries and gave an excellent demonstration, finishing as usual with one of his well-known gliding descents. Extended flights were then given to Mrs. Satow and Mr. Gaskell, the latter a new pupil. In each case *vol plané* descents were made, and the passengers expressed themselves as more than pleased with their experience.

Salisbury Plain.

No flying was possible on Wednesday of last week owing to the bad weather, but most of the aviators spent their time in tuning up their machines. On Thursday M. Tetard was out early in the morning trying two new Bristol machines, and at 11 o'clock Sir George White arrived with a large number of visitors, when M. Tetard made a good trip on the 12A machine. Afterwards he mounted another new machine fitted with extensions and executed a lengthy trial trip thereon. Changing back to the 12A he made a couple of circles around Stonehenge, finishing these by gliding down in masterly fashion. Mr. Low was also out on a Bristol biplane and delighted the special visitors and others who had assembled by a splendid *vol plané*. At one time both he and M. Tetard were in the air with passengers, the latter having Mr. Thomas on board. M. Tetard then took up Lady Torrington, who was delighted with a trip over Stonehenge and the subsequent plane down to earth. A third Bristol biplane was also flown by Captain Wood, who carried several Press representatives.

Colonel Capper, who was out with his machine rolling over the ground, had to suspend his experiments owing to a wire breaking, the machine being returned to its shed.

On Monday Lieutenant Conner, R.F.A., was in the air flying well, making three circles of about 5 miles each at a height of about 150 ft. The Bristol No. 19 was doing good work with Versupey up. After he had been flying well for some time the engine suddenly stopped, bringing him down suddenly from a good height with a considerable amount of damage to the machine as a result, although the pilot escaped injury. Lieutenant Conner was again up on Tuesday both in the morning and afternoon. He steered out over Fargo Camp, making some fine turns. This aviator has acquired proficiency remarkably quickly, and gives promise of being one of the best flyers in this country.

The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

Annual General Meeting.

The Annual General Meeting of the Members of the Royal Aero Club of the United Kingdom will be held on Thursday March 30th, 1911, at 5 o'clock, at 166, Piccadilly, London, W.

Notices of Motion for the Annual General Meeting must be received by the Secretary not less than twenty-one days before the meeting, and must be signed by at least five members. Wednesday, March 8th, 1911, is the last day for the receipt of Notices of Motion.

Committee.

In accordance with the rules, the Committee shall consist of eighteen members. Members are elected to serve for two years, half the Committee retiring annually. Retiring members are eligible for re-election.

The retiring members of the Committee are:—

Griffith Brewer	Prof. A. K. Huntington
Major C. de W. Crookshank, R.E.	F. K. McClean
John Dunville	C. F. Pollock
Capt. A. H. W. Grubb, D.S.O., R.E.	Stanley Spooner
Col. H. C. L. Holden, R.A., F.R.S.	

Any two members of the Club can nominate a member to serve on the Committee, having previously obtained such member's consent. The name of such member so nominated, with the names of his proposer and seconder, must be sent to the Secretary in writing not less than fourteen days before the annual general meeting. Wednesday, March 15th, is the last day for the receipt of nominations.

Members are reminded that a ballot paper for the election of nine candidates to seats on the Committee of the Club will be forwarded to them at least seven days before the date of the annual general meeting.

Committee Meeting.

A meeting of the Committee was held on Tuesday, the 7th inst., when there were present:—Mr. R. W. Wallace, K.C., in the chair, Mr. Griffith Brewer, Mr. Ernest C. Bucknall, Col. H. C. L. Holden, R.A., F.R.S., Prof. A. K. Huntington, Mr. F. K. McClean, Mr. J. T. C. Moore-Brabazon, Mr. C. F. Pollock, Mr. Stanley Spooner, and Harold E. Perrin, Secretary.

Election of Members.—The following members were elected:—

Life Members.

A. Duckham.	Patrick Y. Alexander.
H. Massac Buist.	Cyril Griffith Brewer.

Ordinary Members.

Lieut. the Hon. Byron Cary, R.N.	A. A. Nathan, B.A.
Sydney H. Gaskell.	Lieut. Wilfred Parke, R.N.
A. S. Henderson.	H. G. Stanley Robinson.
R. J. Isaacson.	Lieut. E. M. C. Rutherford, R.N.
Major J. N. C. Kennedy.	James G. Weir.
Guy Livingston.	Christopher W. C. Wheatley.
Lieut. Arthur M. Longmore, R.N.	G. Arthur Wingfield.

Aviators' Certificates.—The following aviators' certificates were granted:—

53. G. de Havilland.
54. D. G. Comer.
55. James Vernon Martin (subject to approval of Aero Club of America).

The request of the Aero Club de France to grant an aviator's certificate to G. A. T. Woodward was sanctioned.

Aeronaut's Certificate.—An aeronaut's certificate was granted to Mr. B. H. Barrington Kennett.

Vacancy on the Committee.—Mr. E. Manville, President of the Society of Motor Manufacturers and Traders, was unanimously elected to the Committee of the Royal Aero Club in place of the late Mr. Cecil Grace.

Competitions Committee.

A meeting of the Competitions Committee was held on Monday, the 6th inst., when there were present:—Mr. Mervyn O'Gorman, in the chair, Mr. Ernest C. Bucknall, Col. H. C. L. Holden, R.A., F.R.S., Prof. A. K. Huntington, Mr. V. Ker-Seymer, Major F. Lindsay Lloyd, Mr. J. T. C. Moore-Brabazon, and Harold E. Perrin, Secretary.

Army and Navy Aviation Prizes.—The draft rules were considered and approved.

"Daily Mail" £10,000 Prize.—The rules were further considered.

The rules for aviators' certificates, airship pilots' certificates, and aeronauts' certificates were drafted.

The Hon. Alan Boyle.

Members will be pleased to hear that the Hon. Alan Boyle is making good progress. On Wednesday he called in at the Club on his way to the Mediterranean.

International Aero Exhibition at Olympia.

The date of the International Aero Exhibition, held by the Society of Motor Manufacturers and Traders under the auspices of the Royal Aero Club, has been altered, and the Exhibition will now open on Friday, March 24th, and terminate on Saturday, April 1st, 1911.

Full particulars can be obtained on application to the Exhibition Manager, Society of Motor Manufacturers and Traders, Maxwell House, Arundel Street, Strand, London, W.C., or the Secretary, Royal Aero Club, 166, Piccadilly, London, W.

In connection with this Exhibition, a section for models will be organised by the Royal Aero Club, assisted by the Aviation Section of the Automobile Association and Motor Union. Full particulars can be obtained from the Secretary, Royal Aero Club, 166, Piccadilly, London, W.

Members of the Royal Aero Club will be admitted free on production of their membership cards.

A room in the Princes' Gallery will be placed at the disposal of the members during the Exhibition.

Mr. F. K. McClean.

Mr. F. K. McClean, a member of the Committee of the Club, and who has recently placed his aeroplanes at the disposal of the Admiralty, has joined the Government Eclipse Expedition, which is in charge of Dr. W. J. S. Lockyer, a member of the Club, and started to Vanua Island, one of the Fiji Islands, on Wednesday last. The cruiser "Encounter" has been placed at the disposal of the expedition by the Government. The eclipse will take place on April 28th, and Mr. McClean and Dr. Lockyer will return to England about the end of June.

Gordon-Bennett Aviation Cup.

Mr. James Gordon-Bennett, the donor of the Gordon-Bennett Aviation Cup, has presented to the Royal Aero Club a silver plaque of the trophy as a souvenir of the victory of this country in last year's contest. Mr. Gordon-Bennett has also presented Mr. C. Grahame-White with a special souvenir to commemorate his victory.

Library.

Mr. T. O'B. Hubbard, Mr. J. H. Ledeboer, B.A., and Mr. C. C. Turner have kindly presented to the Rolls Memorial Library a copy of their book "The Aeroplane."

Lantern Slides.

Mr. W. O. Manning has kindly presented to the Club a number of lantern slides of various aeroplanes at Brooklands.

Gordon-Bennett Aviation Cup.

The Cup, having been won last year by Mr. C. Grahame-White, the nominee of the Royal Aero Club, the race for 1911 will be held in England. The exact date and place will be announced later.

Each Club forming part of the *Fédération Aéronautique Internationale* has the right of challenging the holder, the Royal Aero Club, and such challenge must be received before March 1st, 1911.

The Committee of the Royal Aero Club will select the three competitors and reserves representing the United Kingdom. Intending competitors are requested to notify the Secretary on or before February 28th, 1911, of their willingness to compete if chosen. Applications must be accompanied by a cheque for £20, the entry fee, which amount will be returned should the competitor not be selected.

Candidates must be members of the Royal Aero Club.

HAROLD E. PERRIN.

166, Piccadilly.

Secretary.

SOUND BRITISH PROGRESS AT BRISTOL.

THE BRITISH AND COLONIAL AEROPLANE CO.

It would, we think, be difficult to ascribe too much significance to the doings of the British and Colonial Aeroplane Company down at Bristol and elsewhere, or to exaggerate the importance of the fact that this concern chiefly owes its existence and its keen vitality to no less a proved captain of industry than Sir George White of tramway fame. The thoroughness, determination and enthusiasm with which the development and manufacture of all-British aeroplanes has already been taken up, and with which foreign competition will have to contend from now onwards, bids fair for the immediate prospects of the new industry at home. It may, in fact, be stated without fear of contradiction that the entry of Sir George White into the aeronautic arena constitutes one of the finest guarantees which this country now possesses of the prominent part it will shortly be able to play in the eyes of the world; and that in the British and Colonial Aeroplane Company Great Britain is likely speedily to recognise a leading representative firm of which she may well be proud.

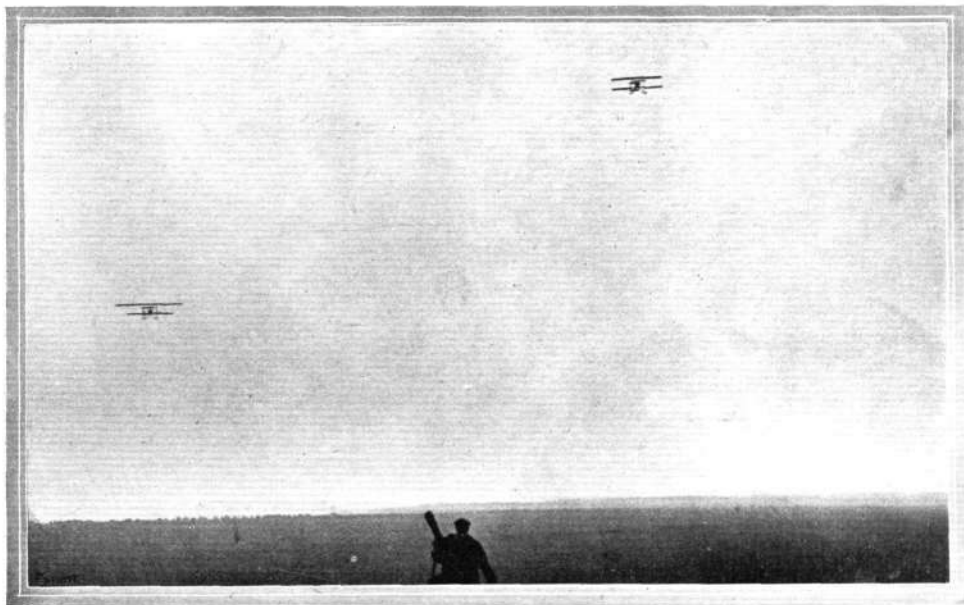
On Wednesday and Thursday of last week Sir George White and his fellow-directors organised a Press visit to their works at Bristol and flying school at Salisbury, with a view to giving an ocular demonstration of the great progress they have achieved during the comparatively short period they have been in existence.

The party left London early on Wednesday afternoon and travelled in the comfort invariably afforded by the Great Western Railway direct to Bristol, where they arrived in time to make a tour of inspection through the Company's factory at Filton, and also the timber yard and sawing shed which is installed at the head depot of the Bristol tramways—in connection with which, of course, Sir George White's



Mr. H. J. Thomas, nephew of Sir George White, the head of the enterprising British and Colonial Aeroplane Company of Bristol, about to commence a flight on one of the Bristol machines. Mr. Thomas has the proud distinction of being the youngest certificated aviation pilot in Great Britain.

name is known to the whole world. In this shed the timber employed in aeroplane construction is cut and selected and inasmuch as trams, taxi-cabs and other industrial enterprises controlled by Sir George White require a great deal of the timber that is unsuited for aeroplane work, the selection of the best specimens can be carried to a pretty fine point without seriously affecting the question of cost.



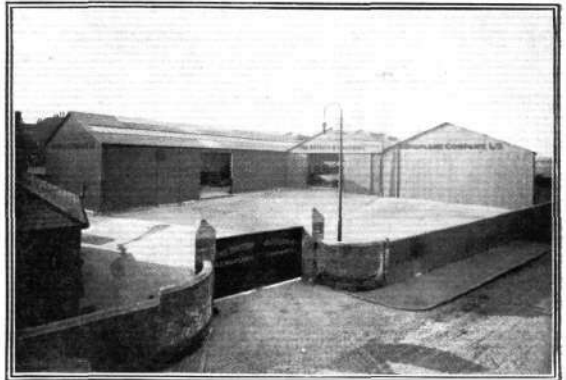
FLYING OVER SALISBURY PLAIN.—M. Maurice Tetard and Mr. A. R. Low flying their Bristol biplanes over Salisbury Plain. The photograph was taken while M. Tetard (on the right) was ascending for an altitude flight. On the left is the Bristol military type machine with the extended upper plane. The illustration affords an excellent comparison of the two types of machine in flight.

At Filton the Company have a factory where they can employ some eighty men, which is already organised on a scale capable of turning out two machines a week. They have a number of orders on hand, including one of eight machines for the Russian Government; and in addition to their well-known biplanes, they are at the present moment engaged in the construction of an experimental monoplane, of which, however, it is early days to say any thing more explicit yet.

That evening Sir George White presided at a dinner held at the Clifton Downs Hotel, and in the course of a subsequent speech he explained how eleven months ago he had not even thought of entering the aeroplane industry, but how, since that concern had been started, the British and Colonial Aeroplane Company's activities had been such as already to have necessitated a doubling of the original £25,000 working capital, and a doubling of the original factory erected for the purpose of constructing their aeroplanes. Already they had built forty successful aeroplanes, to say nothing of the unsuccessful models that they first attempted to construct; and, moreover, seven certified pilots had already qualified on Bristol biplanes, including Mr. Herbert Thomas, Sir George White's nephew, who, being only eighteen years of age, is at present the youngest certified pilot in England. Sir George White also announced that the Company had been asked to tender by the War Office, and that he hoped that something might come of it.

Also, it transpired that during the eleven months in question an unrivalled staff of first-class professional men had been brought together, and that manufacture and design fully up to the best traditions of British workmanship had been from the first assured. Now are available no less than seven certified pilot aviators on the permanent staff for the purpose of demonstrating the capabilities of the machines and for teaching pupils to handle them; while already representatives have been sent to represent the Company and its interests in distant parts of the world, including Australia, India and South Africa.

Early the following morning the party set out in a fleet of closed motor cars for Salisbury Plain, where they arrived about



Entrance to the rapidly growing works of the British and Colonial Aeroplane Company's factory at Bristol.

half-past eleven. Here three aeroplanes were in readiness and M. Maurice Tetard, the chief instructor of the School, made several splendid passenger flights in a rather puffy wind, variously estimated at between 15 and 20 miles an hour. M. Tetard's mastery of his machine was superb. In the afternoon other flights were made by Mr. A. R. Low, who is the Company's technical engineer, and by Captain Wood, who is at the present time in charge of the Company's school at Brooklands. Both pilots made some splendid passenger flights and extremely graceful *volés* plane. M. Tetard also ascended to an altitude of some 1,500 ft., as near as could be judged, and made a magnificent *vol plane* from this height. Subsequently the visitors returned to London from Westbury, whither they were driven in the same fleet of cars that had brought them from Bristol.



BRITISH AND COLONIAL AEROPLANE COMPANY'S DEVELOPMENTS.—Views in the factory at Bristol, showing the aeroplanes, propellers, &c., in course of construction.



Eight on a Monoplane.

YET another step towards the time when the flying bus will be a feature of our daily life was made on the 2nd inst., when Lemartin, the chief pilot of the Blériot School at Pau, succeeded in keeping the new four-seated Blériot in the air for about 8 mins. whilst carrying eight persons on board, the weight transported being 423.5 kilogs. On landing the pilot as well as M. Blériot himself expressed the opinion that it would have been possible to carry two more persons on the machine; and in fact two others did take their "seats," although no flight was attempted. This four-seated Blériot has been designed for military purposes, and, as will

be seen from our photographs, is distinguished from all other Blériot machines inasmuch as it has an elevator in front. The span is 13 metres and the supporting surface about 40 square metres, while the machine weighs 600 kilogs. It is fitted with a 100-h.p. 14-cyl. Gnome engine.

The Latest Blériot Monoplane.

ANOTHER new machine is being tested by MM. Blériot and Leblanc at Pau. It is designated "XX," and is distinguished by the fact that the planes are so made as to be adjustable. With the planes arranged so as to give the smallest surface possible a speed of 100 k.p.h. has been attained.

FOREIGN AVIATION NEWS.

The A.C.F. Grand Prix for 1911.

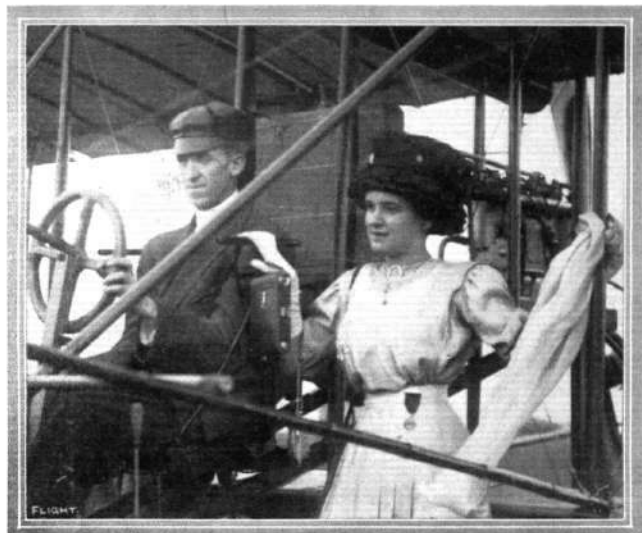
THE Automobile Club of France has again decided to offer a prize of 100,000 francs for aviation, and although the rules have not yet been drawn up, it has been suggested that the competition should consist of four out-and-home trips from Issy. The suggested turning points are Amiens in the north, Rheims in the east and Orleans in the south, with a place at about the same distance from Paris in the west.

Wireless Telegraphy for Aeroplanes.

It is interesting to note that as a result of experiments carried out by Mr. Maurice Farman at Buc the Farman firm now quote for the supply of wireless telegraphy instruments for fitting to their aeroplanes. Two different transmitting instruments are supplied for sending messages over distances of either 15 or 50 kiloms., while a receiving apparatus can also be supplied. The 50-kilom. apparatus weighs about 40 kilogs. Truly the Farman Brothers are ever progressive, and in a practical way—whilst others are dreaming, they are doing.

Nice to Mentone and Back.

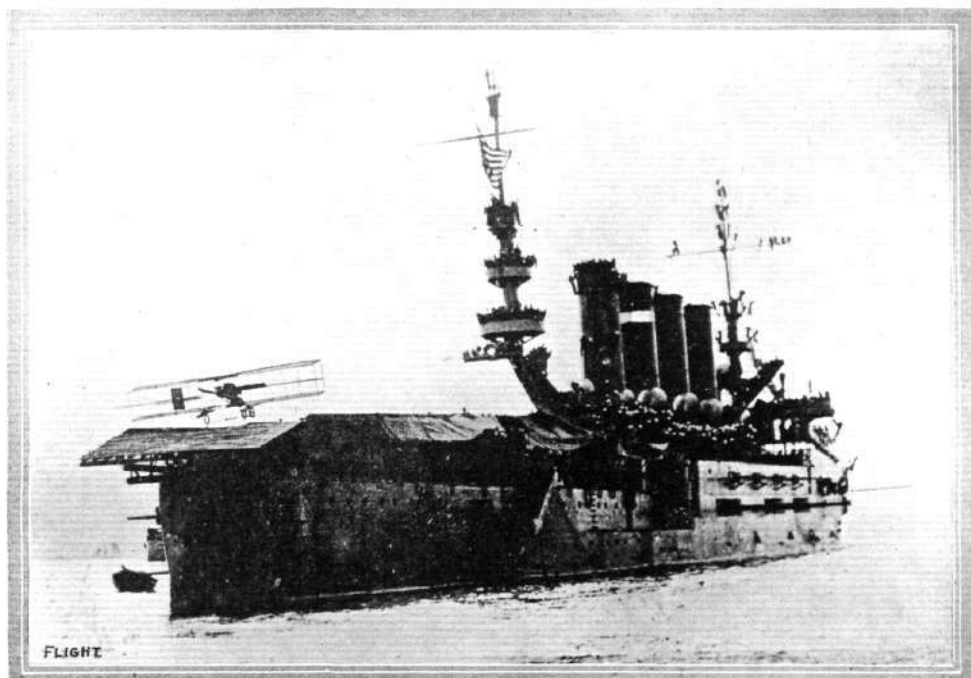
CONTINUING his series of cross-country flying trips, Legagneux on his Farman biplane and accompanied by his friend Martinet flew over to Mentone on the 2nd inst. He rose at five minutes to ten from the California Aerodrome at Nice and at once went off in the direction of Mentone, where he circled above the large crowd which had assembled in connection with the patriotic fetes in progress. Legagneux was over the town for about 20 mins., and then returned to Nice where he landed after an



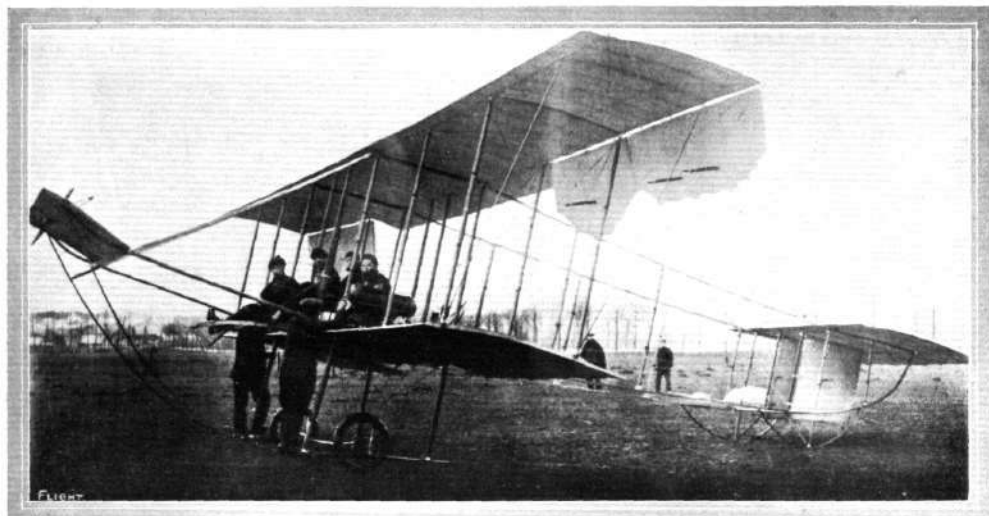
Eugene B. Ely, who made the remarkable flight on a Curtiss biplane on January 18th, starting from San Francisco and alighting on the deck of the warship "Pennsylvania" standing 13 miles out at sea, and then returning to his starting place. Beside him is Mrs. Ely.

Altogether
absence of

55 mins. The distance between the two places is 23 kiloms. Legagneux is making a speciality of passenger flights, for which he makes a charge of 200 francs.



General view of the U.S. warship "Pennsylvania" at the moment when Eugene Ely was alighting on the special landing superstructure. Note the human masses of seamen manning every available inch of the vessel giving a sight of the feat.



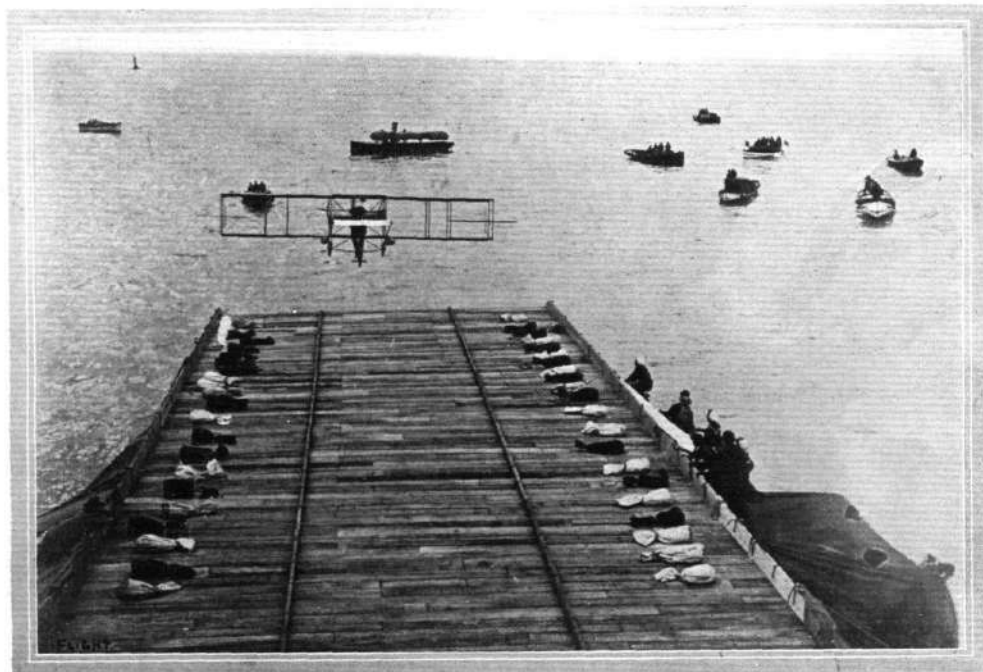
M. Sommer with his five passengers on his Sommer biplane, with whom he flew from Deuzy to Romilly and back, as recorded in our last issue.

Sommer Carries Six Passengers.

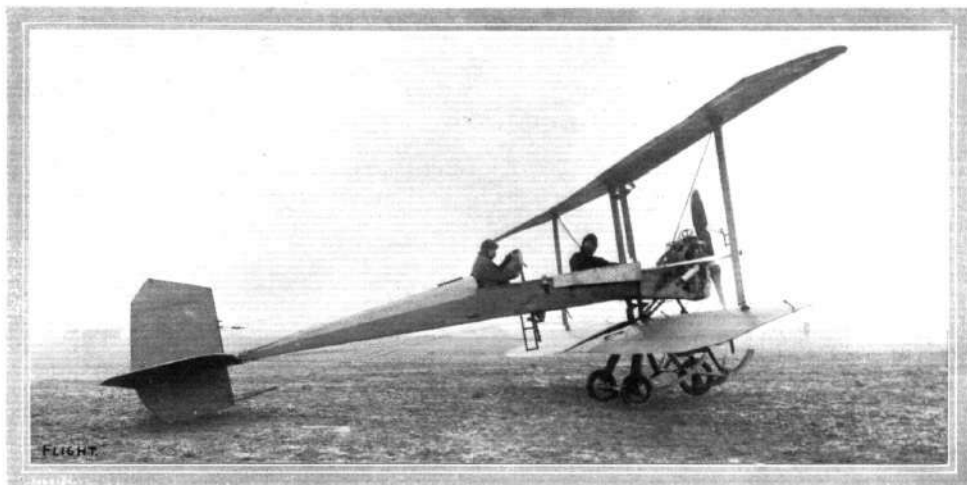
CONTINUING his experiments in passenger carrying M. Roger Sommer, immediately after succeeding in carrying six people on his biplane, as recorded in our last issue, added another passenger to the load, and made a successful trip with seven on board. The machine was one of his standard military type, fitted with a 50-h.p. Gnome motor.

Flying Across Country in Company.

FOUR of the French military aviators in training at Pau—Lieutenants Tricornot, De Rose, Malherbe and Conneau—set out from Pau on the 30th ult. mounted on their Blériot monoplanes in a test for the special French Military Pilot Certificate. They flew to Puydo, 100 kiloms. away, and there turned at a height of 600 metres. Three of them



Mr. Eugene Ely just alighting with his Curtiss biplane on the special landing stage erected on the U.S. warship "Pennsylvania" at San Francisco. Note the bags of sand connected up to act as brakes in stopping the aeroplane when running up the stage.



The military-type Breguet biplane upon which M. Louis Breguet, accompanied by M. Pierre Chausser, recently put up a fine record for 50 kiloms. in 34m. 54s. and 100 kiloms. in 1h. 9 m. 28s. This machine is now being introduced into Great Britain by Mr. Arthur Turner of 173, Piccadilly.

returned to the aerodrome without incident, but Conneau ran out of petrol while over Orthez and had to land there. In the sudden descent he damaged the propeller and also the landing chassis of his machine, but was able to return to his headquarters on the following day.

Another Long Military Flight.

ABOUT the same time that Captain Bellenger set off from Vincennes for Pau, Lieutenant Menard, accompanied by Captain Camine, in response to a telegraphic order of the Minister of War, started from Chalons Camp to fly to Satory, near Versailles. Although the thermometer was standing at some 10 degrees below zero when they took the air at half-past nine, Lieutenant Menard steered his Henry Farman biplane to a height of 1,000 metres, and throughout the voyage of 200 kiloms. maintained that height pretty evenly, only once or twice dropping down to 500 metres. Immediately the officers started, a telephone message was sent to Satory, where a keen look-out was kept. At half-past eleven the aeroplane was in sight, and five mins. later made a safe descent, the officers being enthusiastically received by their comrades. The time for the distance of 200 kiloms. was thus 2 hrs. 5 mins., giving an average speed of just over 60 miles an hour. And yet, according to some British criticism, aviation progress is about where the Wright Brothers' first flight left it!

The Voisin "Canard."

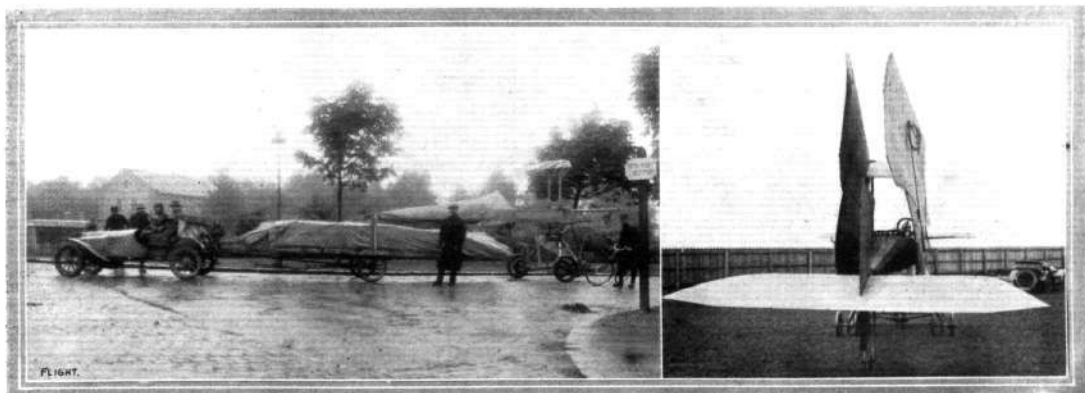
IN spite of its unorthodox appearance the Voisin "Canard," their latest biplane, with the tail in front, has been showing its ability to fly. Piloted by Colliex it was in the air for some time on the 3rd inst. at Issy and carrying two passengers beside the pilot. Although a strong wind was blowing the machine behaved excellently. On Sunday it was out again and Colliex demonstrated its turning abilities before some military delegates, also flying with a passenger again on Monday.

Cei Tries for the "Touche-à-Tout" Prize.

CEI, the young Italian pilot who was the first to secure his certificate in the new year, tried also to win the first prize of the year on the 3rd inst., at Issy, when, in an attempt for the "Touche-à-Tout" prize, he covered 63.7 kiloms. in 39 mins. 42 secs., at a speed of 95 kiloms. an hour on his Anzani-engined biplane. At a given moment Cei stopped his motor and glided down to the earth from a height of 100 metres.

Noel does 3 kiloms. Better.

WHILE Cei was flying at Issy, Noel, another entrant for the prize, was flying at Douzy. On his Sommer biplane he flew round a 3-kilom. course until a distance of 66.5 kiloms. had been covered. Noel was accompanied by a passenger, and his flight was watched by some military delegates.



The Breguet military biplane packed for conveyance by road by car.—On the right the machine is seen with wings closed for easy transport for short distances.

Mdlle. Herveu has Hard Luck.

COMPETING at Pau on the 2nd inst. for the Touche à Tout Prize, Mdlle. Jane Herveu was unlucky enough to have to stop after having covered 55 kiloms. out of the 60 kiloms. required by the regulations. She will, however, make another attempt shortly to win the prize.

Doings at Pau.

On the 3rd inst. M. Blériot left the aerodrome on a Blériot monoplane at 4 p.m. and landed at Bagnères de Bigorre. During the flight he was followed by Leblanc in a motor car, who eventually changed places with M. Blériot and flew back to Pau on the monoplane, arriving there just before dark. Captain Bellenger never having seen Lourdes, decided to go there on his aeroplane. He left the aerodrome at 4.40 p.m. and arrived back an hour later, after having passed over the town. Taddeoli on a Morane machine was flying for an hour and reached a height of 1,000 metres. On the 4th inst. Leblanc was trying the four-seated Blériot with four passengers on board, and Lemartin took the same machine for a short trip over the country. Several of the pupils made short cross-country flights, and Kuhling was up for an hour. Tabuteau also made a flight of an hour on the Morane monoplane.

Vidart Flies to Laon and Back.

HAVING accepted an invitation from the Municipality of Laon to visit that town, Vidart, on the 5th inst., mounted his Deperdussin monoplane and although the weather was misty and anything but favourable he set off and landed at Laon after a flight of 40 mins. He started back on his return journey at half-past four and reached his headquarters at Betheny half an hour later.

Molon and Havre.

On his cross Channel type Blériot, fitted with an Anzani 5-cyl. motor, Molon was flying at Havre on February 5th for 1 hr. 10 mins., in which time he covered 95 kiloms., and passed over Goderville, Fecamp, Etretat and Havre, his altitude mostly being in the neighbourhood of 500 metres.

Flying at Issy on Sunday.

FOLLOWING on a petition made by several of the aviators making their headquarters at Issy, permission has now been accorded for flights to be continued on Sunday until mid-day instead of having to cease at 8 o'clock as previously, and the necessary police will also be on duty to keep order. This concession has been much appreciated by the flyers and it should lead to a good deal more flying being seen at Issy.

A Flying Fortnight at Nice.

At a meeting called by the Mayor of Nice on the 3rd inst., it was decided to proceed with the organisation of a fortnight's flying meeting, to be held at the Brague Aerodrome close to Antibes some time during either March or April. This meeting will be organised jointly by the Town Councils of Nice, Cannes, Mentone, Antibes and Monaco.

Prizes Offered by City of Paris.

At the meeting of the Committee of the Aero Club of France on the 3rd inst., Count De la Vaulx reported that the City of Paris would, for the current year, offer a prize of 50,000 francs for an aeroplane competition and 2,000 francs for spherical balloons.

The Hanriot Family Flying.

On Saturday last at Betheny Marcel Hanriot took up a photographer on his machine, who secured pictures of Rheims and Witry. Afterwards his father was flying and took as passengers his two little daughters Germaine and Lili; and subsequently Madame Hanriot went for a trip of 25 kiloms. with Luois Lenfant, the chief instructor at the Hanriot School.

Ae.C.F. Weather Forecasts.

With the object of aiding the flyers at Issy the Aero Club of France has made arrangements to have posted each day just by the gate by which their members enter to the Issy Parade Ground, a forecast of the weather, together with the indications of the wind obtained from the Eiffel Tower. A duplicate of this notice will also be posted at the Clubhouse in Paris.

Cross-country Flight in Switzerland.

On the 3rd inst. Failloubaz made a good cross-country trip on his new two-seated machine. Leaving Avenches at 1.45 p.m. he landed at Cher, close by Yverdon, a quarter of an hour later, having covered about 25 kiloms. in that time. In this trip he was accompanied by his friend Lecoulte.

The Sloan Aeroplane at Brussels.

THE aeroplane known as the bi-curve Sloan was tested at Brussels on the 29th ult. before some military officers appointed by the Minister of War. Several short flights were made over the Etterbeek flying ground with Weiss in the pilot's seat. They were witnessed by the aviator Petrowski, who was so impressed with them that he decided to try the machine himself, making a very satisfactory flight.

Berlin to Have an International Show.

ARRANGEMENTS are now being made for an International Show of Aeroplanes and Airships, to be held in Berlin next December immediately after the motor car show. It is anticipated that the German manufacturers will take full advantage of this opportunity and that there will be a large number of aeroplanes on view as well as some airships, together with an extensive array of fittings and appliances used in connection therewith.

Flying at Cologne.

ENCOURAGED by his recent success, Ossendorf, a young pilot connected with the aeroplane factory, recently started at Cologne, and made a fine cross country trip on the 1st inst. Accompanied by his mechanic he rose gracefully from the ground, and after circling around once or twice flew out over the Rhine, and following the course of the river, passed over Mulheim and Fuchlingen. He then returned to the aerodrome, landing with a gliding flight after being in the air for 24 mins.

Fatal Accident to German Military Aviator.

ONE of the most daring of the German military aviators, in the person of Lieut. Stein, lost his life on the Doberitz Aviation Ground on the 6th inst. He had been flying on a Farman machine and glided down at a steep angle from a height of 300 ft. to within 50 ft. of the ground. He then apparently turned his machine too sharply, which caused him to fall from the machine, his spine being fractured in the fall and causing instant death. Lieut. Stein was noted for his daring glides, which often provoked his comrades to suggest that they were too dangerous and would lead to his death.

Flying Meeting at Rome.

It is proposed to hold a small flying meeting at Rome during the closing days of the present month. The prizes will amount to about £1,200, and it is announced that among those who have promised to take part are Martinet, Weiss and Fischer. The flying will take place on the Capamele Racecourse, and it is proposed to include on the programme a race from the aerodrome round the dome of St. Peter's and back.

Flying in Siam.

SIAM has had its first flying meeting, which opened at Bangkok on the last day of January. The King of Siam, who had offered one of the prizes, was present, and one of his brothers was the first passenger to be taken up.

U.S. Army and Aeroplanes.

It seems probable that the trouble in Mexico will lead to aeroplanes being used in actual warfare for the first time, as Mr. Robert Collier, on behalf of the United States Aeronautical Reserve, has placed a Wright biplane at the disposal of General Hayt, and this offer has been accepted by the War Office. The aeroplane will be used on the Mexican border to enable the United States Army to keep an eye on the movements of the Mexican Army, and to see that the insurgents do not violate the neutrality of United States territory. Should the services of the aeroplane prove useful there is no doubt it will materially affect the views of the Government on this question.

Aeroplanes for Reconnoitring.

SOME interesting experiments were carried out the other day at San Antonio, Texas, by Messrs. Barrier and Simon, working in conjunction with a detachment of United States troops. It was proved to be possible to locate small bodies of troops at a height of 3,000 ft., and also that it was necessary to have two men on an aeroplane to make accurate calculations and throw bombs effectively. The experiments also showed that an elevation of field guns of more than five degrees was necessary to combat an airship effectively.

PARIS-BORDEAUX-PAU BY AEROPLANE.

ONE of the most extraordinary journeys so far accomplished by aeroplane was that made on the 1st and 2nd inst., when Captain Bellenger succeeded in flying from Vincennes, just by Paris, to Pau; the greater part of this journey, that from Paris to Bordeaux, being accomplished in one day. The morning of the 1st inst. was very cold when Captain Bellenger mounted his Blériot machine for a trial trip round the ground at Vincennes, just to see that everything was in order. A quarter of an hour in the air was sufficient to satisfy the aviator, and on coming down he announced his intention of starting straight away. The petrol and oil tanks were immediately re-filled, and at 8.35 a.m. Captain Bellenger gave

he flew direct for Bordeaux, which city was reached at 5.3 p.m., the descent being safely made at the Croix d'Hins Aerodrome. Some difficulty was experienced in locating the flying ground, but on rising to a height of 400 metres Captain Bellenger discerned the hangars and recognised his "station." The gross time for the distance of 520 kiloms. was therefore 8 hrs. 28 mins., while the net flying time was 5 hrs. 21 mins. During the last stage of the journey the aviator said that he found the high wind very trying, especially in the neighbourhood of Angoulême, and the large crowd of people which assembled there fully expected that he would have to descend. The aviator followed a route marked on a special map, which had been prepared by the Association Générale Aéronautique, and as during the day particulars of this route were published, large crowds of spectators gathered at various points to see the Captain pass and to cheer him on his way. On arrival at Bordeaux he took a well earned rest before completing the final stage on the following morning.

By way of appreciating what this day's flight means had Captain Bellenger, instead of going south, proceeded in the direction of Great Britain, he could have reached either Plymouth, Cardiff or Birmingham; while if, on the other hand, he had gone in the direction of Germany, he could have got as far as Munster, Frankfurt or Stuttgart. If he had steered for Switzerland, Zurich could have been reached, while, if instead of going south-westerly he had chosen a south-eastern course, Grenoble would have been the point

attained, and on the west Brest would have been the destination.

The morning of the 2nd inst. was by no means an ideal one for flying, and it was not until well on in the afternoon that Captain Bellenger decided to make a start on the last stage of his journey. He spent the time in the morning looking over his machine and replenishing. Soon after 2.30 p.m., preparations were made for starting and at 2.50 p.m. the machine was in the air and heading for Pau, 170 kiloms. away. Captain Bellenger's arrival at Pau was anxiously awaited by the pupils of the various schools, and Lieutenants Malherbe and Leblanc both made aerial excursions, hoping to announce his coming, but without result. The dirigible "Ville de Pau" also

cruised in the neighbourhood, and soon after 4.30 p.m. sighted the missing aviator, who landed at the Blériot Aerodrome at 4.45 p.m., and so ended the longest cross country trip yet recorded. The total distance of 690 kiloms. had been covered in four stages and the aeroplane had been in the air for 7 hrs. 5 mins.

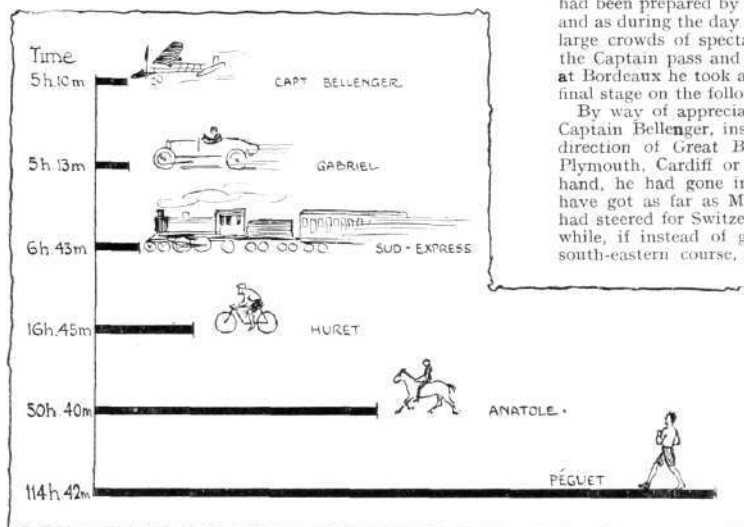
Having completed the journey to Pau, Captain Bellenger at once announced his intention of flying back to Paris, but by a different route. He proposes to keep more to the centre of France, passing over Toulouse, &c., and making the journey to Paris in two stages.

It is probable that this trip will prove to be but the first of a series over the classic route from Paris to Bordeaux. The two R.E.P. pilots, Pierre Marie and Laurens, have stated that they will attempt the journey and the former intends trying to get through without a stop.

seemingly destroyed in the smash which caused the aviator's death, it has been impossible to verify the record of 11,474 ft. and so the F.A.I. has not been able to accept it. In that case the world's record honour still remains with Legagneux whose height was 3,200 metres (10,746 feet).

The Hindoo and Aviation.

WRITING from India with regard to the flying which has been taking place in India, Captain Dawes says it is peculiar that while the European people take the greatest interest in aviation—perhaps even more than the people at home—yet the native looks unmoved and regards flying as no more wonderful than a steamboat, a motor car or a railway train.



In view of the fact that Bordeaux is a favourite finishing point in connection with various sports in France, the accompanying diagram is interesting as showing the best time made by different means of locomotion. It will be seen that Capt. Bellenger and his Blériot monoplane secure pride of place, beating the motor car by three minutes and the South Express by an hour and a half.

the word "Lachez tout," and quickly rising to a height of 100 metres steered off in the direction of Etampes. The news that he had started was telephoned there and quickly spread, causing a crowd to assemble, which vociferously cheered the aviator as he passed soon after 9 o'clock. Keeping to the west of Orleans he passed over Blois and going straight on landed for oil and petrol at Pont Levoy at 10.32 a.m. Replenishments and adjustments did not take long, and, after snatching a brief rest, the aviator resumed his seat at 12.22 p.m. Almost immediately afterwards he was once more well up in the air and winging his way south. He had previously arranged to stop for lunch at Poitiers, and arrived there safely at 1.28 p.m. So far he had found the cold very trying but expressed his determination to get on to Bordeaux during the afternoon. At 2.45 p.m., all being again ready, Captain Bellenger started off, and, getting up a steady pace,

Maps for French Military Aviators.

A NEW map is being published by the Geographical Department of the French Army. It has been drawn up by Major Pollachi especially for the use of military aviators, and the colouring has been so arranged as to approach as near as possible to that seen by the flyer. Roads, for instance, will be shown white, woods and trees green, and towns and villages in red, while spires, towers, telegraph wires are all clearly marked. The first section published deals with country round Chalons Camp.

The World's Altitude Record.

OWING to the fact that the barograph fitted to Hoxsey's machine was not calibrated at the time and that it was sub-

MR. RADLEY'S TOUR IN THE UNITED STATES.

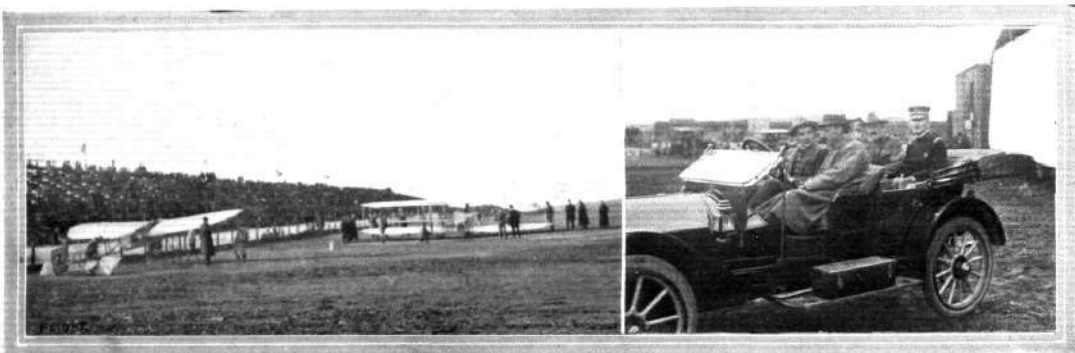
As a summary of Mr. Radley's doings in America, the story given below—which we have received from Mr. R. J. Hope, his manager—is interesting, although from time to time the information has already appeared in our pages. The party are returning to England after the San Francisco Meeting, being due to catch the "Lusitania" on February 8th. Upon his arrival Radley intends building two entirely British machines, embodying several new features, with which he hopes to successfully compete in the *Daily Mail* 1,000 Miles Race and Gordon-Bennett Cup competition.

Mr. Hope, in sending the following *résumé*, writes that they had no trouble from the Wright patents. Hoxsey's death at the Los Angeles meeting, which he unfortunately witnessed, has, he says, practically decided the Wright Brothers not to give any more exhibitions. Brookins, the star of the Wright flyers, who taught Hoxsey and Johnstone to fly, will, Mr. Hope believes, accept Radley's invitation to come back to England with them for a short visit. Ely, the Curtiss flyer, has decided to

Drexel, Hoxsey (Wright biplane), Curtiss, Ely (Curtiss biplane). There were only guarantees at this meet, no prizes.

On November 2nd we erected the plane on a field outside the station, where it was unloaded, and Radley flew 5 miles into the aviation field. The next day it blew a hurricane, and a heavy snowstorm the following night brought down the large tent the planes were stored in. Unfortunately, Radley's plane suffered most, having both wings, frame and tail smashed. However, he managed to rebuild the frame himself in a week, and, with the aid of new wings and tail (which were carried as spares) he flew the last two remaining days of the meet.

From Baltimore, Latham's and Radley's planes were sent direct to San Francisco. On December 11th and 12th we ran a flying exhibition ourselves on the race track at Del Monte, a sea coast resort 120 miles south of San Francisco, which was very successful. Preparatory to this, Radley flew from Castroville, where the machine was unloaded, over the



SAN FRANCISCO AVIATION MEETING.—On the left general view of the flying grounds in front of the Grand Stand, with I. Radley's Blériot and Brookins' Wright biplane ready for flying. On the right Radley at the wheel of his car, with Hubert Latham by his side and U.S. Army officers in the tonneau.

come to England for the Gordon-Bennett Cup Race this year, so probably the best of the American flyers will be seen in England for the big meeting.

Summary of Radley's trip.—

October 22nd to 30th, Belmont Park, New York.—Amongst other prizes Radley won the first prize on two occasions for cross country. The distance was 10 miles out and 10 miles home, round a balloon. On the first occasion his time was 19 mins. 48 secs.; the second time he did the distance in 20 mins. 3 secs., as there was a strong wind blowing. Aubrun, flying an identical machine, was second to Radley but 3 mins. slower. Radley got more speed out of his 50-h.p. Gnome-Blériot than any of the other Gnome-Blériots which were flown at this meet, both round the course and across country. (There were 17 Gnome-Blériots at this meeting.)

In the grand speed race which Grahame-White won on the 100-h.p. Gnome, Radley was flying a good second but was blown inside one of the pylons by the back draught from Simon's machine, which disqualified him.

After Belmont Park, Radley contracted to fly at Baltimore from November 2nd to 12th, with Latham, De Lesseps,

Pacific Ocean, to the towns of Pacific Grove, Monterey and the Bay of Monterey to Del Monte, a distance of about 40 miles. I believe this was the first time an aeroplane has ever flown over the waters of the Pacific. On both exhibition days, among other flights, he flew about 20 miles over the bay. From December 24th to January 3rd Radley flew at the Los Angeles meeting. Besides his guarantee he won first prize each day for speed, and other prizes.

On January 7th, the first day of the San Francisco meet, he flew from the aviation field at Tanforan out over the harbour, circled two of the United States battleships and three of the large ferry boats, and flew over the end of the town back to the field. This was the first time an aeroplane had flown over the harbour and the whole city was very enthusiastic over the flight. The crowd the next day was over 200,000. The third day of the meet Radley made another excursion over the harbour and the fourth day he and Brookins (Wright machine) flew over to the Burlingame Club, 10 miles from the aviation field, landed, had tea and flew back. Radley left 3 mins. after Brookins and landed 5 mins. before him.

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Forty-seven More Pilot-Aviators.

At the last meeting of the Committee of the Aero Club of France no less than 47 new pilot-aviators' certificates were granted, thus carrying the total number of pilot-aviators' certificates issued by the Aero Club of France to date up to 401. The following are the names of the successful pilots:—

MM. Cei, de Goys de Merceyrac, Bonzon, Raoult, Weston, Hamel, de Magnaval, Grandseigne, Osmont, Carles Frantz, Leyat, Martin, R. Delagrangé, Houlette, René Hanriot, Fiorellino, Grellet, Contour, E. de Kergariou, Bergogné, Deroy, Reimbert, Debuissey, Reichert, Frugier, Magnan, Denis, Rivollier, Ors, Prince de Nissolle, Chaussier, Chevillard, Lenfant, Palade,

Gougenheim, Benoist, Verrier, P. Gasnier, Gassier, Collardeau, de Chaunac-Lanzac, Boillot, de la Fregolière, Tixier, Goux, de Grailly, Pommier.

"Gross III" Sails to Metz.

LEAVING Tegel on the morning of the 31st ult. the Gross military airship "M III" sailed to Gotha, where she arrived at 1.45 p.m., remaining there until the morning of the 7th inst. Then the weather being more favourable, the airship sailed again at 6 in the morning to continue the journey to Metz, which was safely reached at 6.20 p.m. and a satisfactory landing made.

CORRESPONDENCE.

* * The name and address of the writer (not necessarily for publication) MUST in all cases accompany letters intended for insertion, or containing queries.

Correspondents communicating with regard to letters which they have read in **FLIGHT**, would much facilitate ready reference by quoting the number of each such letter.

NOTE.—Owing to the great mass of valuable and interesting correspondence which we receive, immediate publication is impossible, but each letter will appear practically in sequence and at the earliest possible moment.

Jet Propulsion.

[1058] Mr. Hayes (1026) says jet propulsion was tried by the first makers of dirigible balloons but was not successful. Perhaps Mr. Hayes does not know that it was tried by the sea squirt, the octopus, the dragonfly, nymph and others even before that—some million years perhaps—and was found so successful that they are still using it. Also as late as the 5th November last I saw an experiment which proved conclusively that a weight of 1 lb. could be raised vertically in the air quite easily by this means, carrying its own generating machinery with it. I have yet to see the propeller that can do as much. And I believe if I wanted to raise a weight of 500 lbs. by direct vertical lift, Messrs. Brock and Pain would have no great difficulty in designing a machine to do it by jet propulsion. That a scheme is not always impossible because it has scored a failure is amply shown by the very interesting photo you publish of Stringfellow's aeroplane. The great, and I think only difficulty in the way of jet propulsion is the difficulty of continually feeding the rocket charge so as to make the discharge from the nozzle continuous. I believe I have solved this difficulty, and I believe my nozzle scheme will be more economical than any propeller I have yet seen. As to its other advantages, one has only to consider what a tremendous benefit it would be to be able to keep all the moving parts under control and yet direct the power generated against the air from any point in any direction to see what a tremendous improvement such a scheme would be over the unpleasant, dangerous and inefficient propeller.

Manchester Street, W.

W. LE MAÎTRE.

International Flying Rules.

[1059] In the statute of the Federation Aeronautique Internationale, published a couple of years ago, there are a few rules of the road, as it were, for international contests. The first is, that if two flying apparatus approaching one another are liable to enter into collision, they must pass the other to the right, and must pass each other at a distance of at least 50 metres unless they are at least 20 metres apart in vertical height, but there is no rule as far as I can see against an aeroplane flying directly over another at the height of about 20 metres, and yet there is a common belief that it is exceedingly dangerous for one aeroplane to fly over another, both of them being at a considerable distance from the earth, even at 50 metres distance, as the air-pocket made by an aeroplane flying at a considerable height often extends down for 70 to 100 metres, and it was believed by many that the accident to M^{me}. de la Roche was caused solely through another machine flying at about 70 metres above her. I should be exceedingly glad if any of your readers can supply or refer me to any data in regard to this subject, especially reliable accounts of any occasions where the passing of one aeroplane over another has caused or nearly caused an accident, or any rules of international meetings made on this subject. It appears to me that it is high time that a stricter international rule on this subject should be made.

Liverpool,

"HUGGING."

A Plea for Esperanto.

[1060] Referring to your article, "Nomenclature in Flight," in your issue of 28th ult., I notice that you mention that "English is a hotch-potch and that sooner or later the language of the earth will be a hotch-potch."

Surely there is no longer any need for the commercial world to pine for an international language. Esperanto has already fulfilled that need. It is indeed a hotch-potch, its root words having been selected according to their greatest internationality, but at the same time its grammar is scientific and all its rules absolutely without exceptions. This renders

it easy to learn and it can be acquired in a remarkably short space of time.

It is wonderful how the finest shades of meaning can be expressed in Esperanto and its use as a means of inter-communication between scientists of all nationalities and of all schools of thought is invaluable. There are already several scientific periodicals, one of the oldest being the "Internacia Sciencia Revuo," which has entered upon its eighth year.

Articles in Esperanto appear regularly in the French *L'Aero*, and as most people know, M. Archdeacon and Mr. Henry Farman are warm supporters of the Esperanto movement.

If any of your readers desire any information regarding the language I shall be most happy to supply same.

27A, Burnbury Road,

Batham,

ERNEST A. ALLSOP.

Weather in February.

[1061] After your own mild endeavour to foretell the weather for this month I make no apology in giving you a forecast actually given in a little known but reliable guide:—

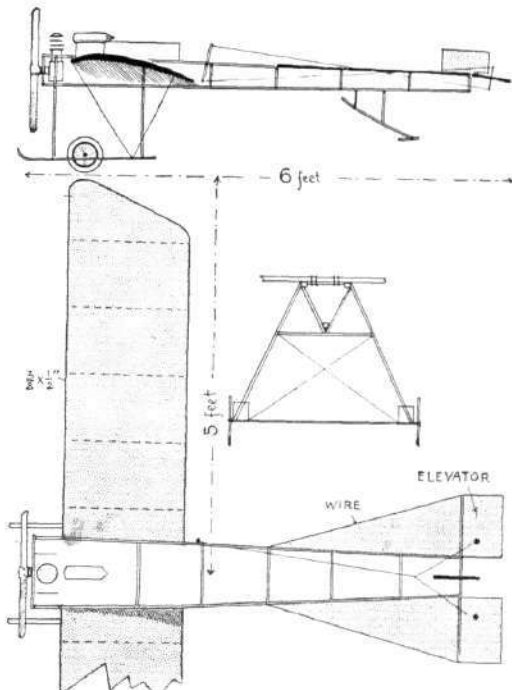
"The weather will be colder and drier than for the average February; the present very cold weather continuing until about the 24th of the month, 6th to 16th being, however, the generally warmer period of this cold spell. From 24th until 1st of March very mild but probable fog. Cyclonic weather, with snow, around the 4th, 12th and 22nd, and we may look for high winds about the two latter of these dates."

Wolverhampton. "ASSISTANT CLERK OF WEATHER."

MODELS.

A Power-Driven Model.

[1062] Comparatively little has apparently been done in the way of constructing power-driven models, with the exception, of course, of those fitted with elastic motors,



and very possibly the following brief description of one that I have built may be of interest to your readers. In

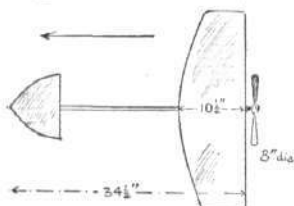
general design it is a combination of the Blériot and Hanriot type. It has a triangular girder body made of $\frac{1}{2}$ -in. square section pine. The struts measure $\frac{1}{4}$ in. by $\frac{1}{2}$ in., and are fastened by fine brass nails and binding. The ribs of the planes are $\frac{1}{4}$ in. square section ash, steamed to the required camber and let into the spars. The spars themselves are $\frac{3}{8}$ -in. by $\frac{1}{2}$ in. section, and the trailing edge of the planes is a $\frac{1}{2}$ -in. by $\frac{1}{2}$ -in. strip of pine. The machine is supported on an A-type carriage, the general arrangement and construction of which is sufficiently well illustrated in the drawing. The main spars are attached to the body by U-shaped bolts made of pieces of cycle spoke threaded at each end. A brass washer-plate is threaded over the U bolt before the nuts are put on. The carriage is supported on perambulator wheels.

The engine is a 1½-h.p. motor, weighing 11 lbs., and it drives a laminated 30-in. propeller that I made myself.

G. T. M. GARRARD.

Some Hints Wanted.

[1063] Would you be so kind as to answer a few queries through the medium of your invaluable paper. I have just constructed a model aeroplane of my own design, of which I have made a rough plan and elevation. It is a tail first type. I should like to say it is a good glider, and it weighs



9 ozs. The main plane is cambered, and the centre of gravity is 2 ins. in front of the leading edge. It is fitted with a three-gear elastic motor of equal gear. The few queries I should be glad if you would answer are:—

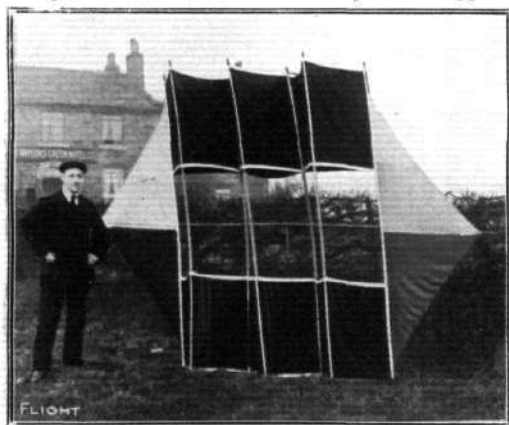
(1) What length should you recommend for the propeller? The one I have now is a very low-pitched 8-in. one.
(2) How many yards of elastic ought I to use to enable it to fly, as at present it has not enough power to keep it in flight?
(3) I should be much obliged if you could suggest any improvement that I could make, as I am very anxious that I shall get it to fly well. Would adding any further surface help towards this, and if so, where would you advise me to add it, as I am afraid to alter it in case I should spoil the gliding capabilities? Perhaps some of your readers could help me over my difficulty, as they may have had similar models and faults.

Sutton.

J. A. PHIPPS.

Aviators at Greenmount and a Kite Query.

[1064] I daresay some of your readers would be interested to know what it really was that appeared in the *Daily Dispatch* of September 2nd, 1910, so I enclose photo of supposed



biplane, which you will see at once is a kite, 12 ft. 6 ins. wide by 8 ft. 2 ins. high. So if you think it worthy of insertion you are at liberty to do so.

I would like to know what length of cord and the angle of the winning kites at the Wimbledon competition, if any reader of *FLIGHT* has this information.

Greenmount.

S. HORROCKS.

PUBLICATIONS RECEIVED.

Guide to Patents, Trade Marks, and Designs, 1910. 4th Edition. London: J. Withers and Spooner, 323, High Holborn.
The Aeroplane: an Elementary Text-Book of the Principles of Dynamic Flight. By T. O'B. Hubbard, J. H. Leedeboer, B.A., and C. C. Turner. London: Longmans, Green, and Co. Price 2s. 6d. net.

Aeronautical Patents Published.

Applied for in 1910.

Published February 9th, 1911.

1,545.	J. MCKECHNIE. Airships, balloons, &c.
2,479.	R. WILCKE AND A. GRAFF. Airship.
6,380.	V. CAMAL. Flying machines.
6,575.	P. STEPHAN. Door for balloon sheds.
6,775.	O. C. JONES. Aerial machines.
7,130.	H. BLACKBURN. Aeroplanes.
7,443.	P. DORHOFFER. Airships.
12,406.	W. C. GIBSON AND D. W. HANBURY. Flying machines.
13,013.	G. BARBAUDY. Supporting devices for aeroplanes.
19,318.	J. A. F. FIELD. Aeroplanes.

Index and Title Page for Vol. II.

THE Index and Title Page for Vol. II, January to December, 1910, of *FLIGHT*, has now been published. Any reader may obtain one by sending 2d. to the Publishers, 44, St. Martin's Lane, London, W.C. After February 28th, a charge of 6d., post free, will be made.

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DIARY OF COMING EVENTS.

British General Events.

Mar. 24-April 1	Olympia Aero Show.
July	<i>Daily Mail</i> Round England Contest.
July	Gordon-Bennett Aviation Cup Contest.
Oct. 31	Close of British Michelin Cup.

British Clubs and Associations.

Feb. 14	"Pressure on Planes and Curves." By Mr. F. Handley Page at Royal Society of Arts.
Feb. 14	"Plan Shape of Flying Machines. Its Relation to Control and Longitudinal Stability." By A. P. Thurston, B.Sc., at Caxton House (A.A. and M.U.).
Mar. 8	"Some Lessons of 1910." By Major J. N. C. Kennedy at Caxton House (A.A. and M.U.).

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